The Bombay Gaze

No. 7,701.—New Series. BOMBAY:—WEDNESDAY, OCTOBER 8, 1873. Subscription in Advance. {For a Year......Rs. 42 / For Six Months..Rs. 24} Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale:—

One Year, in advance	Rs. 42
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Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

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a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
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on the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences: Each—Rupee 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship BAGDAD, 1,271 Tons, 180 H.P., Commander J. Bellwood, will be despatched on SATURDAY, the 18th October 1873, at 4 P.M.

October 1873.		October 1873.	
Leave BOMBAY	18	Leave Tuticorin	26
,, Rutnagherry	19	,, Colombo	27
,, Vingorla	19	,, Galle	28
,, Goa	20	,, Negapatam	31
,, Carwar	20		Nov.
,, Mangalore	21	,, Madras	2
,, Cannanore	22	,, Coconada	4
,, Tellicherry	22	,, Vizagapatam	5
,, Calicut	23	,, Bimlipatam	5
,, Beypore	23	,, Gopaulpore	6
,, Cochin	24	,, False Point	7
,, Alleppy	24	Arrive CALCUTTA	9

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Neilgherry District, Bangalore, and Madras, who can land at Calicut or Beypore, and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BHAREIN, KOWEIT, and MAHOMERAH.

The s.s. BURMAH, 1,081 Tons, 200 H.P., Commander T. Sanders, will be despatched on FRIDAY, the 10th October 1873, at 2 P.M.

Oct. 1873.		Oct. 1873.	
Leave BOMBAY	10	Leave BUSREH	29
,, Kurrachee	14	,, Fao	29
,, Guadur	15	,, Koweit	29
,, Muscat	17	,, Bushire	31
,, Bunder Abbas	19		Nov.
,, Linga	21	,, Linga	5
,, Bahrein	23	,, Bunder Abbas	7
,, Bushire	23	,, Muscat	9
,, Fao	25	,, Guadur	11
,, Mahomerah	25	,, Kurrachee	14
Arrive BUSREH	26	Arrive BOMBAY	17

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COM[illegible]N WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair Season despatch a Steamer to Kurrachee every FRIDAY, and an Extra Steamer every MONDAY, at 2 o'clock.

The Steam-ship BURMAH, 1,081 Tons, 200 H.P., Commander T. Sanders, will be despatched on FRIDAY, the 10th October 1873, at 2 P.M.

The Steam ship EUPHRATES, 803 Tons, 120 H.P., Commander J. Melville, will be despatched on MONDAY, the 13th October 1873, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAMER TO ADEN AND ZANZIBAR.

THE B. I. S. N. COMPANY, Limited, will DESPATCH the Steam Ship "CALCUTTA," 863 tons, 120 H.P., Commander HENDERSON, on FRIDAY, the 24th October, at 4 P.M., for Aden and Zanzibar. For Freight and Passage apply to the Undersigned.

W. NICOL & Co.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats ply across the Harbour daily, stopping at the undermentioned Bunders:—

FARES FROM BOMBAY TO

Class.	Rewas.	Dhurumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	3 0	3 0	2 0	2 0	3 0
Second Class	0 12	1 0	0 8	0 12	0 12
Third Class	0 6	0 8	0 4	0 6	0 6

The Rewas and Dhurumtur Ferry Steamer leave Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leave Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Medows Street, Bombay.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, via SUEZ CANAL.

THE Steamer TEBE, 2,680 Tons, will be despatched for TRIESTE, via SUEZ CANAL, on or about the 10th October 1873. This Steamer has only limited accommodation for a small number of Passengers.

RATES OF PASSAGE

(Including a liberal Table, exclusive of Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage.)

	Cabin.	Deck with Food.
To Trieste	£40	£19-0
To Port Said	£30	£14-6
To Suez	£28	£13-7

Children under 3 years of age, Free; above 3 and under 10 years, Half Fare.

Cargo taken for Trieste, also [illegible]nople, and Odessa, Aden, Egypt, Eng[illegible]lly. [illegible] ply to [illegible] Navi- [illegible] nt.

[illegible] nder Contract [illegible].—A STEAM FERRY [illegible] between SURAT and [illegible]

[illegible] EN SURAT AND GOGO.

[illegible]	Rs. 5 0 0
[illegible]	3 0 0
[illegible]	1 8 0
[illegible]	4 0 0
[illegible]	4 0 0

[illegible] OM SURAT.

[illegible] D SATURDAY.

[illegible] GOGO.

[illegible] D FRIDAY.

[illegible] TO BHOWNUGGER [illegible] AT PORT EVERY

[illegible] lication to the under-

[illegible] N, at Surat.

[illegible] RRAYEN, at Gogo.

[illegible] Bombay.

J. A. SHEPHERD.

[illegible] t, Bombay, 2nd September 1873.

[illegible] R INDIA AND THE COLONIES.

[illegible] DANDELION and QUININE [illegible] (without Mercury), are the best remedy [illegible] on. Sick Headache, Spasms, Giddiness, [illegible], Gout, and all disorders of the Stomach [illegible] combine mildness in operation with the most [illegible] effects, and as an aperient cannot be surpassed. Ma[illegible] red by JAS. BORKE, 47, Mortimer Street, London, W., [illegible] sold all over the World by most Chemists and Medicine Vendors, at 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

LAMPS! LAMPS!!

FOR

KEROSINE, PETROLEUM, PARAFFIN.

WRIGHT AND BUTLER,

MANUFACTURERS AND EXPORTERS,

BIRMINGHAM.

Photographs and Books on application. Greatly improved designs. American Burners if desired. Chandeliers in great variety. Patentees of the celebrated

"ECLIPSE."—NO CHIMNEY BURNER!

All Orders must be sent through an English House accompanied by 60 days' draft.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 13th October, 1873, at 8 P.M., from Mazagon.

THE P. & O Co.'s s. s. INDUS, (3,478 Tons, and 500 H.P.), Captain N. Stewart, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

GEO. F. HENRY,
Superintendent.

Bombay, 6th October 1873.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 21st October, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. TRAVANCORE, (1,900 tons and 400 H.P.,) Capt. C. H. Eastley, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 18th October.

GEORGE F. HENRY, Superintendent.

Bombay, 7th October 1873.

DIRECT STEAMERS VIA THE SUEZ CANAL.

THE PENINSULAR and ORIENTAL COMPANY propose to DESPATCH their LARGEST STEAMERS from SOUTHAMPTON to INDIA DIRECT, via the SUEZ CANAL, as follows:—

PESHAWUR	3,782 Tons,	September 25th,	to Calcutta,
AUSTRALIA	3,648 Tons,	October 2nd,	to Bombay,
PEKIN	3,777 Tons,	,, 9th,	to Calcutta,
DECCAN	3,12 Tons,	,, 16th,	to Bombay,
MIRZAPORE	3,763 Tons,	,, 23rd,	to Calcutta,
KHEDIVE	3,742 Tons,	,, 30th,	to Bombay,
DELHI	2,178 Tons,	November 6th,	to Calcutta,

And others to follow:

PASSAGE MONEY TO BOMBAY

FIRST CLASS	£66
SECOND CLASS	£36

GEORGE F. HENRY, Superintendent.

Bombay, 20th September 1873.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDASS & CO.,
40, Meadow Street.

THIS DAY, WEDNESDAY, the 8th instant, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock p.m., at their Rooms, Meadow Street, No. 40.

5 bales grey jaccon[illegible] 3 bales T cloth, 7 bales shirtings, 2 cases muslin scarfs, [illegible] Bohemian gilt glassware, containing flower vases, toilet bottles, and fancy table ornaments, &c.

4 cases Looking-glasses of sizes in Metal Frame.

100 boxes candles, 5 cases colour, 10 cases Eau-de Cologne.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 8th October 1873.

MENESSE AND COMPANY.

TO-MORROW, THURSDAY, the 9nd instant, Messrs. MENESSE and Co. will hold their usual Weekly Auction Sale, at their Rooms, a quantity of Grey and Coloured Piece Goods, Twist, &c., &c.

2 bales Tanned Skins.

1 case superior gilt Bohemian flower vases.

A few dozen superior Bass's beer in quarts and pints.

pale sherry in quarts.

5 Bales Grey Shirtings.

3 ,, Grey Printers.

2 ,, Grey Domestics.

MENESSE & Co.

Bombay, 8th October 1873.

DINSHAW HORMUSJEE & COMPANY,
No. 12, Apollo Street.

AUCTION SALE of Valuable Landed Property, at or near the Bhendy Bazaar Road, without the Fort of Bombay.

On MONDAY, the 13th inst., at 4 P.M., Messrs. DINSHAW HORMUSJEE & Co., will sell by Public Auction, on the premises, at the instruction of the Mortgagee Mr. Peeroobhoy Mahomed, on account and at the risk of Memon Sullimon Lu'ief the Mortgagor, in pursuance of the power of sale contained in an Indenture of Mortgage bearing date the 28th day of August, 1872, the undermentioned landed property viz:—

All that piece or parcel of fazendaree land or ground together with the messuage, tenement, or dwelling house erected built and standing thereon, situate, lying, and being in the Island of Bombay, fronting on the east side of Bhendy Bazaar or Parell Road, in the subdistrict of Mandvee, assessed by the Municipal Commissioner under No. 105, containing by admeasurement 103 one hundred and three square yards or thereabout, and bounded on the east by the compound wall of the oart of Aga Khan, on the west by the said Bhendy Bazaar or Parell Road, on the north by the house of Merwanjee Cowasjee Shroff, and on the south by the house of Memon Sullimon Essa and Essa Sullimon.

For further particulars and conditions of sale reference may be made to the undersigned at their offices No. 13 Apollo Street, Fort.

FOR SALE ON COMMISSION.

A quantity of best Port Wine, 1 Grape, by Payne & Co.

Ditto ditto 2 Grapes, ditto

Ditto ditto 3 Grapes, ditto

Few Boxes of Pinet Castillon Brandy.

Few Dozens Beer, in quarts and pints.

DINSHAW HORMUSJEE & Co.

Bombay, 8th October 1873.

BENNETT AND COMPANY,
No. 4, Forbes Street.

WEEKLY SALE.

On SATURDAY, the 11th inst. Messrs. BENNETT and Co., will sell by Public Auction, at their rooms, a large quantity of grey and coloured piece goods, &c.

At 1 P. M.

(The property of A. Watt, Esq., proceeding to England.)

A handsome English built Mail Phaeton, with a pair of fast-trotting carriage horses, and harness complete.

A lady's side saddle with furniture by Watt and Sons.

A gentleman's do. do. by P. Grant.

AUCTION SALE OF LOST LUGGAGE, UNCLAIMED PROPERTY, &c.

On MONDAY, the 13th inst., at 2 P.M., Messrs. BENNET and Co., are instructed to submit to Public Auction, at the G. I. P. Railway Station, Boree Bunder, a quantity of lost luggage, unclaimed property, &c.

AUCTION SALE of Valuable and Handsome Household Furniture, best Plated, rich Crockery and Glassware, a first class rosewood semi-grand piano, by Collard and Collard, a handsome English-built Barouche, a pair of Fast-trotting Bay Australian Horses, Plants, &c., at No. 172, Malabar Hill.

On TUESDAY, the 28th instant, Messrs. BENNETT and Co. are instructed to submit to Public Auction, at his Residence, at the abovementioned place, the valuable and handsome Household Furniture, Piano, Carriage, Horses, &c., the property of J. E. Bodger, Esq.

Full particulars will be given hereafter.

BENNETT & Co.

Bombay, 8th October 1873.

CRAWFORD AND COMPANY,
2, Marine Street, Bombay.

SALE OF FRESH OILMANSTORES and PROVISIONS from the well-known and celebrated Purveyors, John Moir and Sons, just landed ex Lady Lawrence.

THIS DAY WEDNESDAY, the 8th Oct. at 2 P.M., Messrs CRAWFORD & Co. will submit to Public Auction, at their Room, an invoice of fresh Oilmanstores from Moir & Sons, consisting of [illegible] pickles, piccalilli, gerkins, French beans, Wiltshire bacon, fresh salmon, Findon haddocks, kippered herrings and mackerel, fresh Ling marmalade, assorted soup, Oxford Cambridge Savoury and Bologna sausages, Aberdeen pie, French & cork butter, bladder lard, strawberries in syrup, chocolate and milk and cocoa and milk, condensed milk, dates in syrup, Duck and green peas, American oysters smoked, corned and collard ox tongues, ox tongues in jelly, assorted jams, green peas, carrots, condensed coffee, rodels sardines, bottled rhubarb, cherries in brandy, syrup and noyeau, greengages in noyeau and brandy, marjoram, colouring for soups, essence of Rennet, Duke of Edinborough sauce, mushroom ketchup, essence of anchovies, tomato sauce, essence of coffee, &c.

SALE OF SUPERIOR MOULMEIN FIRST AND SECOND CLASS TEAK SQUARES.

THIS DAY WEDNESDAY, the 8th instant, at 3 p.m., Messrs. CRAWFORD and Co. will sell by public auction, at the Mazagon Darookhana Bunder:—

About 100 Tons 1st Class Teak Squares.

Ditto 200 Tons 2nd Class ,,

in small convenient lots to suit the requirements of purchaser.

SALE OF SUPERIOR ELECTRO-PLATED WARE.

On SATURDAY next, the 11th instant, at 2 P.M., Messrs. CRAWFORD & Co. will submit to Public Auction at their Rooms, an invoice of superior electro-plated ware, consisting of 8, 9, 10 and 11 in. shade, 10 in. plain pillar glasses, butter coolers, egg frame, pickle stands, 4 and 5 glass cruet frame, 14 in waiters, &c. &c.

SALE of FRESH OILMANSTORES from the well-known and celebrated Purveyors, Crosse and Blackwell, just landed ex S.S. Virago and of a consignment of Perfumery from Napoleon Price and Co., just landed ex Lady Lawrence.

On SATURDAY next the 11th instant, at 2 P.M., Messrs. CRAWFORD & Co. will submit to by Public Auction, at their Rooms, an invoice of Fresh Oilmanstores, consisting of assorted pickles, mushroom, catsup, Harvey sauce, raspberry vinegar, essence of anchovies, assorted syrup, essence of coffee, salad oil, white wine vinegar, Durham mustard, tapioca, pearl barley, assorted tart fruits (1 lb. tins,) assorted jams and jellies, Oxford and Bologna sausages, red herrings, assorted soups, Robinson's groats and barley, Yarmouth bloaters, fresh herrings, lobsters, green peas, Blackwall whitebait, Lancastershire mushrooms, herrings a la sardines, Milton oysters potted meats, Moore's cocoa and milk, Irish and Wiltshire bacon, Chedder and Berkley cheese, Worcestershire sauce, Scotch oatmeal, isinglass, condensed and Anglo-Swiss milk, &c.

NAPOLEON PRICE PERFUMERY.

Fashionable and Concentrated Perfumes, Damask Rose Lilium Aratum, Metchiana Lavender, Violet Powder, Golden oil, Marrow oil, Bear's Grease, Frangipani pomade, old brown windsor soap, marrow oil, perfumed eggs, Fancy perfumes Glycerine soap, &c.

SALE OF LANDED PROPERTY IN SHAIK MEMON STREET ON THE MOMBADAVEE ROAD.

On SATURDAY next, the 11th instant, at 4 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, on the premises, by order of the mortgagee Dadabhoy Nusserwanjee Billimoria and with the consent of the mortgagors, Bai Dinbai widow of Nowrojee Dorabjee Khurdee, Manockjee Nowrojee Khuradee, an Merwanjee Nowrojee Khuradee. All that piece of Fazendaree ground together with the dwelling house standing thereon, situate on the east side of Shaik Memon Street or Moombadavee Road, containing by admeasurement 99 square yards or thereabouts, and bounded on the south by the property of the late Ruttonjee Dorabjee Khuradee, on the north by the property of the late Dam dher Mohunji, on the east by the property of the said late Ruttonjee Dorabjee Khuradee, and on the west by the said Shaik Memon Street, and assessed under No. 336.

CRAWFORD and Co.

Bombay, 8th October 1873.

SALES BY AUCTION.

BOMONJEE DOSSABHOY, AUCTIONEER.
No. 7, Meadow Street.

CARRIAGES FOR SALE ON COMMISSION.

The Property of a Gentleman.

A second-hand English-built Dog-cart, painted dark green, lining to match, by Barton and Son's. The above to be seen on half an hour notice to the Undersigned.

Also.

A handsome English-built Mail Phaeton, with lamps and shafts painted dark green, lining to match, by E. Kesterton Long Acre.

A first-class new light office Shigram, painted dark green, lining to match, with lamps. The above Shigram sold under guarantee of material and workmanship.

A first-class new boat-shaped single Horse four-seated Open Carriage with lamps.

The Property of a Gentleman.

A handsome light English-built Malvern Dog-cart with lamps, by Windower, Long Acre, London.

Also,

A nearly new English-built Miniature Brougham with lamps and shafts, by J. Henderson.

One Ditto Self-driving Phaeton.

A First-rate English-built Mail Phaeton with lamps, by William Cole, London.

A Second-hand Palanquin Office Shigram, with lamps.

The Property of a Gentleman.

A handsome light boat-shaped small four-seated Open Carriage with lamps.

HARNESSES.

A few sets of new double silver brass and plated mounted Buggy and Dog-cart Harnesses with round reins.

Also,

A set of new double-stiched, neatly finished, brass mounted Carriage Harness with round reins.

A few very handsome large real marble Figures with Domes.

A fifteen days marble Time-piece.

BOMANJEE DOSSABHOY,
Auctioneer and Commission Agent.

Bombay, 8th October 1873.

NEW ADVERTISEMENTS.

THE NICOL PRESS COMPANY (Limited).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held at the Office of the Undersigned, in Elphinstone Circle, on SATURDAY, the 25th day of October 1873, at 3 P.M., to pass the following Resolutions:—

1.—That the special Resolutions passed at the Extraordinary General Meeting of the Shareholders of this Company, held on the 4th day of October 1873, be and the same are hereby respectively confirmed.

2.—That the Capital of the Company be increased from seven to twelve lacs of Rupees by the issue of 250 New Shares of Rs. 2,000 each fully paid up.

By Order of the Directors,
W. NICOL & Co.,
Secretaries and Treasurers.

Bombay, 7th October 1873.

NOTICE is hereby given, that JETHA GANJEE has contracted to SELL to Mr. KHIMJEE JEEWA all that piece or parcel of GOVERNMENT LAND or GROUND, with the messuage, tenement, or dwelling-house standing thereon, situate, lying, and being without the Fort of Bombay, in Old Bengallpoora or Bhundarwada Street, on the southern side of the said Bhundarwada Street, in the sub-district of Mandvie, containing by admeasurement one hundred and five square yards or thereabouts, registered in the books of the Collector of Land Revenue under No. 555, and assessed by the Municipal Taxes under No. 37, and bounded on the east by the property of Hunsraj Curumsey, on the west by the house of Memon Adum Moosa, on the north by the public road called Bhundarwada Street, and on the south by a Mahomedan Mosque. All persons having any claim over the said property, either by way of mortgage, lien, lease, inheritance, or otherwise howsoever, are required to make the same known, in writing, to the Undersigned, at their Office, in Apollo Street, No. 16, within fourteen days from the date hereof, otherwise the purchase will be completed without reference to any such claim, and, if any, shall be considered as waived.—Dated the 7th day of October 1873.

SHAPURJEE & THAKURDAS,
Purchaser's Attorneys.

WE have received per S.S. "CATHAY" a small Consignment of

CHAMPAGNE—CARTE BLANCHE,

SIBADEY'S BRAND,

At Rs. 24 per dozen Quarts.

HALF-PINTS OF CHAMPAGNE,

WACHTER'S BRAND,

In Hampers of 2 dozen each,

Rs. 27 per Hamper.

CUTLER, PALMER, & Co.

2, Dean Lane, Bombay, 8th Oct.

CHUBB'S PAPER BOXES,

Containing INKSTAND, PENTRAY, &c., No. 3	Rs. 35 0
Leathern Cover for ditto	15 8

CHUBB'S DESPATCH BOXES,

Fitted with STATIONERY, BLOTTING BOOK, INKSTAND, PENTRAY, &c., No. 2	50 0
Ditto ditto, WITH EXTRA TRAY	55 0
Leathern Cover for the above	14 0
Ditto ditto ditto No, 3	60 0
Ditto ditto WITH EXTRA TRAY	65 0
Leathern Cover for ditto	15 0

ALLEN'S 14-INCH REGISTERED DESPATCH BOX,

Of best Morocco Leather, brass bound, fitted with 2 BOSTONITE TABLETS, STATIONERY, PENKNIFE, PENCIL, IVORY RULE, PAPER KNIFE, &c., and SPRING INKSTAND, and STAMP BOX, with Patent Spring Lock. Price Nett Cash	95 0
TOURIST WRITING CASES, of Morocco Leather, Folding with Blotting Book, Tablet, Spring Ink, &c.	22 8
Ditto ditto RUSSIA with 8 pockets, specially labelled for Addresses, Memoranda, &c., &c.	30 0
WALNUT WOOD OFFICE STATIONERY CABINETS, Foolscap size, with spaces for Paper and Envelopes with Lid	25 0
Ditto Ditto DOUBLE-SIDED without Lid	15 0
JAPANNED TIN STATIONERY RACKS, Foolscap size, with Pentray and space for 2 Inks	12 8
Ditto ditto without Pentray or space for Inks	7 8
Ditto ditto with Cover and Lock	22 0
A. B. C. DESPATCH BOX, in Morocco Leather, containing also Paper and Envelopes, Inkstand, Blotting Book, &c., with fall front, and good Lock	35 0

Stationery of all Descriptions.

THACKER, VINING, & CO.

D. S. KEMP & CO.

SILVER PRIZE MEDAL, 1873.

PRICE LISTS, WHOLESALE AND GENERAL, FURNISHED ON RECEIPT OF CARD.

MEDICINE CHESTS.—A very nice selection is on view against the coming District season. The eminent utility of these Chests is now unquestioned. "All Englishmen travel with Medicine Chests." *(B. Disraeli.)*

Filled—Rs. 17 to Rs. 100.

THE DISTRICT MEDICINE CHEST.—In precise conformity with the recent work "Medical Hints for the Districts." Invaluable for Mofussil Officers.

With Leather Cover	Rs. 85
Without do. do.	,, 75

SACCHARO-CHIRETTINE.—A prompt and powerful Tonic; adapted to all ages, and incapable of deranging the most delicate functions.

Per Bottle—Rs. 1-8 and Rs. 2-8.

LIQUOR CHIRETTINÆ.—A pure Bitter and active Tonic, being Saccharo Chirettine in a liquid form. Now in extensive favour as a *Dinner Bitter* with Sherry.

Per Bottle—Rs. 2-8 and Rs. 4-8.

SYRUP OF THE PHOSPHATES OF IRON, QUININE, AND STRYCHNIA.—A powerfully stimulating Tonic for adults. Enriches the blood and resuscitates muscular energy.

Per Bottle—Rs. 2 and Rs. 3-8.

CHEMICAL FOOD, OR COMPOUND SYRUP OF THE PHOSPHATES.—Contains Iron and Lime, and is recommended for infantile debility (under medical advice), and for delicate adults.

Per Bottle—Rs. 1-8.

EQUATORIAL HAIR DOUCHE contributes more than any other individual luxury to physical comfort in this climate.

Per Bottle—Rs. 1-8 and Rs. 2 8

FLORAL MOUTH ELIXIR.—Regarded as a gem in toilet requisites by all who appreciate lily-white teeth and purity of the mouth. A portion of the recipè was favoured the preparers by Signor Marras.

Per Bottle—Rs. 1-8, Rs. 2-8, and Rs. 4.

MANILLA CIGARS.—A very choice importation of number twos, such as are rarely met with. "They are superb."—*Recent letter from a Connoisseur.*

Per Box of 100—Rs. 8.

AKEODERMA.—From its wonderfully remedial effect on the animal skin in Mange, Sores, Fleas, Baldness, &c., it has been aptly called the *Stable, Kennel and Menagerie Friend.*

Per Bottle—Rs. 1-8. Per Dozen—Rs. 15.

VERMIN EXTERMINATOR.—This contains Phosphorous intimately combined, and is *infallible* in the destruction of Rats, Mice, Cockroaches, and Birds.

Per Bottle—Rs. 1.

SASSOON HOUSE, 7, ELPHINSTONE CIRCLE,
BOMBAY

TAYLOR AND COMPANY.

DENTALINE.

A liquid dentifrice of very delicate fragrance. A most agreeable Mouth Wash; removes Tartar and all discoloration; recommended by eminent Dentists.

Per Bottle—Rs. 1-8 and Rs. 2-8.

DENTALINE.

Supersedes all Tooth Powders and Pastes, whitens and preserves the Teeth, renders the breath pleasant and agreeable; invaluable to smokers.

Per Bottle—Rs. 1-8 and Rs. 2-8.

CHEMISTS. TAYLOR AND CO. DRUGGISTS.

(FROM THE LATE FIRM OF THOMSON & CO.)

RAMPART ROW, BOMBAY.

MILLINERY ESTABLISHMENT.

ESTABLISHED IN 1851.

UXBRIDGE HOUSE, 7, CLARE ROAD, BYCULLA, BOMBAY.

MRS. LAKE,

MILLINER, DRESS MAKER, OUTFITTER, SILK MERCER, &c.

A LARGE AND CHOICE SELECTION OF

FASHIONABLE MILLINERY

ALWAYS IN STOCK.

ALL SUPPLIES RECEIVED PER "OVERLAND MAIL" STEAMERS.

WEDDING AND MOURNING ORDERS CAREFULLY ATTENDED TO.

"RIDING HABITS MADE TO ORDER."

LADIES' OWN MATERIAL MADE UP WITH CARE AND TASTE.

TERMS—CASH.

Orders from Outstations, to ensure immediate attention, should be accompanied by a remittance or reference for payment in Bombay.

PROSPECTUS OF THE GENERAL PURVEYING AND MARKET SUPPLY COMPANY.

TEMPORARY OFFICES:—8, HORNBY ROW.

The Objects of the General Purveying and Market Supply Company.—It has been regretted by many members of the community of Bombay that nothing practical has resulted from the recent discussions upon butlers and their bazaar charges. This Company is intended to meet this regret, and the promoters have no doubt that they will be largely supported by the public when the nature of their undertaking becomes known, because they cannot think that any scheme will be neglected which tends to reduce household expenditure and the worry and annoyance which are caused by the present system of butler-purveying. Summarised, the objects of the Company are these—to supply daily, at a very cheap rate, families, gentlemen's messes, hotels, and boarding and lodging-house keepers with superior market articles, including not only food and fruit and vegetables, but fodder and grain for cattle: also, to land, ship, and pass through the Custom House parcels, baggage, or packages, and to deliver the same, at a low charge, at any place within the limits of the city or its harbour.

The Methods by which the General Purveying and Market Supply Company intend to Conduct Business.—A payment of Rupees Five per annum will entitle the public to the benefits which this Company seeks to effect. When, this sum is paid the payer will be registered as a regular customer, and an "order book" will be left at his house, wherein are to be entered all orders, with remarks or instructions respecting the quantity or kind of provisions or fodder which may be required. These order books will be collected each afternoon by the Company's servants, to whom also special instructions may be given. Early next morning the books will be returned, together with the articles ordered in them; and, in order to check the Company's accounts, a memorandum containing particulars of the articles supplied will accompany the delivery of the "order book." The Company will render its accounts monthly; and payments are to be made on or before the 10th of the month, otherwise interest at the rate of 12 per cent. per annum will be charged.

Those who are not regular registered customers of the Company—that is, have not paid the annual charge of five rupees—may however be accommodated by the Company if they are satisfactorily known to it, or give good references. A reasonable charge (which will not exceed ordinary cooly hire) will be made for the delivery of the bazaar supplies which those unregistered persons may order the Company to send to their residence. An account of the supplies delivered during the month will be rendered at the commencement of the succeeding month, and, as in the case of registered customers, payment must be made before the tenth of that month, otherwise a charge at the rate of 12 per cent. per annum will be added to the account.

Casual customers may also be accommodated by the Company if they send their orders in good time to the Company's office, accompanied by cash to the extent of at least one-fourth of the probable value of the ordered supplies. These supplies will be delivered in the morning, when the balance due upon their purchase, which will be seen from a memorandum that shall accompany the supplies, must be paid, otherwise the amount which originally accompanied the order shall be forfeited, and the supplies ordered shall not be delivered up.

Parcels, baggage, &c., which the public wish to be delivered within the city or harbour can be sent to the Company's offices or handed to the person who may be in charge of any of the Company's vans for carrying the market supplies. Receipt forms acknowledging the articles which are to be delivered will lie in the said offices, and may be had from the said persons in charge of the supply vans; and the sender is asked to see that he is provided with one of those receipt forms properly filled up, because otherwise the Company cannot hold itself responsible for the safe delivery of the parcel or baggage which may be entrusted to it. As it may be inconvenient for many people to send a parcel, or baggage to the Company's offices, or deliver it to a supply-van keeper, the Company will send for the parcel or the baggage if instructions be sent to that effect. The Company will pay careful attention to orders either for the delivery of the morning bazaar supplies or of parcels, baggage, &c.

Advantages to Customers.—The Company believes that the advantages which its scheme offers will be easily perceived by the public. By dealing with wholesale produce merchants, to Company will be able to deliver market supplies at the residence of its customers at as cheap a rate as these could be obtained in shops or at the stall-sides. And while this will be the case, the supplies will be of the best quality. At present boys, butlers, and cooks are found to be not the best judges of food, considering what they put upon the table; and to make this state of matters a little better than it is, the Company intends to engage duly-qualified men to select and purchase the best provisions and fodder that can be obtained in Bombay. Servants are also suspected of over-charging, and here again the Company hopes to be able to do away with any annoyance arising from this source. Nothing beyond the Crawford Market stall rates will be charged, and as the market supplies are to be delivered by the Company to its customers free of any charge, a saving, and a considerable saving too, will be effected by them upon such items as cooly hire, bazaar-boy's wages, pony or buggy hire for butler, and so on.

The Supply of Oilman Stores, Wines, &c.—The Company further contemplates to supply oilman stores, wines, &c., to its customers. By ordering large quantities of these articles direct from home, the Company will be able to ensure its customers being supplied with them, fresh and genuine, at a reasonable price.

General Remarks.—The profits of the Company must be small. They must be less than those which will be made by the ordinary shop and store and stall keepers, who have no expenditure to incur on account of van-horses, van, delivery sepoys, and a suitable establishment of writers to look after the delivery business. The success or failure of the Company will depend upon the support it receives from the public. Should that support be small, the Company cannot possibly succeed; but it is hoped that when the public see the substantial advantages which they must receive from such a Company, they will not withhold any effort on their part to make it successful.

The Company will be at all times open to receive suggestions with respect to its operations, and shall be punctual in remedying defects in the delivery system, or punishing the neglect or fault of its servants.

The Company need only add that it will endeavour to give its constituents every satisfaction, both as to the quality of the supplies and the punctuality of their delivery.

NOTICES.

SALE OF A WRECK AND WRECK MATERIAL.—The Undersigned, on account of those concerned, will dispose of the Wreck of the late s.s. ARRACAN, as she lies and with all she contains (at present lying on a Reef 5 miles N. W. of Gofar Island, Cardewa Channel Maldives, the fore and mid-part apparently firmly secured on to the reef and well out of the water, the stern under and in deep water) and of a quantity of material saved from the wreck, landed on above Island, and at present in charge of the Governor of the Island, comprising, Winches, Anchors, Blocks of all sizes and descriptions, Tackle, Chains, Coils of Rope and Hawsers, Stanchions, Lamps, Lights, &c., &c., by PUBLIC AUCTION, on SATURDAY, the 18th October 1873.

Private Tenders may be addressed to the Undersigned before that date, but acceptance of the highest will not be declared until day of Sale.

A detailed list of the landed wreck material will be furnished on application.

The Arracan was homeward bound from Rangoon with a cargo consisting chiefly of Rice partly of Hides, Cutch and some Teak Blocks, and went ashore in her present position on the 12th August 1873.

CLARK, SPENCE, & Co.,
Owners and Lloyd's Agents.

Point de Galle, 4th September 1873.

LEA AND PERRINS' CELEBRATED WORCESTERSHIRE SAUCE,

DECLARED [illegible] CONNOISSEURS [illegible] BE THE [illegible] OOD SAUCE.

[illegible] AINST FRAUD.

The success [illegible] cious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine is to

ASK FOR LEA & PERRINS' SAUCE,

and to see that their names are upon the *wrapper, labels, stoppers and bottle.*

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally.

SPECIAL NOTICE.

Caution to the Public.

Whereas several miserable

COUNTERFEITS

of

MURRAY AND LANMAN'S FLORIDA WATER

Are offered for Sale in the Bombay Market

the

Public are hereby Cautioned

against

PURCHASING THE SAME.

They are not only useless as a Perfume,

but

Very injurious to the health.

The well-known Richness and Delicacy

of

MURRAY AND LANMAN'S FLORIDA WATER

Is in itself sufficient to maintain its ascendancy over all othe Perfumes.

It should be purchased only from

RESPECTABLE DRUGGISTS,

Asking for the

GENUINE

MURRAY & LANMAN'S FLORIDA WATER,

Prepared only by

Messrs. LANMAN AND KEMP,

WHOLESALE DRUGGISTS,

NEW YORK.

NOTICES.

LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

BOMBAY OFFICE—30, Meadow Street.

DIRECTORS.

R. A. Dallas, Esq. LL.D. (Messrs. Dallas and Lynch).

George F. Henry, Esq. (Superintendent P. & O. S. N. Co).

H. W. Payne, Esq. (Solicitor).

AT the Annual Meeting of the Proprietors held at the London Tavern, on the 29th April 1873,

The New Assurances effected during the past year were for £231,000, producing a New Premium Income of £8,530.

The result of the valuation, made on the strictest principles, was a Bonus distribution of £1 per cent. per annum as an addition to the whole life participating Policies, equivalent to a percentage varying from 23 to 50 per cent. of the premiums paid, and an addition of 20 per cent. to the Shareholders' fund.

Reports and copies of the Accounts may be had on application.

C. J. WALLIS,
Manager for India.

CREGAN'S PATENT FLUID BOILER COMPOSITION, for EFFECTUALLY REMOVING and PREVENTING INCRUSTATION in STEAM BOILERS.

The number of Compositions now in the Market for the removal and prevention of Incrustation in Metals of all kinds are so numerous and so ineffective, that the public very warily accept a new one.

There are cwts. perfectly useless at some of the Factories in Bombay.

The cause of their inefficiency arises simply from the Manufacture of the Compositions regardless of the waters in which they are to be used, whose evil effects in the formation of incrustation can only be obtained through a careful analysis of such incrustation, and when this is done the Composition is made up to meet the requirements and peculiarities of the water used.

The Composition now offered to the Public is made up on this principle by the Patentee.

No fear need be apprehended of any evil results on the iron from its use, as it is perfectly free from any of the injurious ingredients so often found in other compositions.

Another great advantage possessed by the Composition submitted is its being in a fluid state, and intermixing with the water instantaneously passes through all the Tubes, Pipes, Cocks and Valves, and thoroughly cleans and eradicates all incrustation and sediment of all kinds, leaving every thing so clean and free that its beneficial results are noticed on the whole Machinery.

These results are now being proved at many of the Factories in Bombay; and hand bills with testimonials from these Factories are in preparation, and will shortly be in circulation.

Amongst the many evil effects of the existence of a thick, hard, impenetrable incrustation on Boilers may be noticed the great waste of fuel; which, considering its present price, is no mean consideration.

If the fuel that will keep a boiler,—crusted with incrustation,—working for five days, is made to keep the same boiler when perfectly clean in all its parts, working for ten, what a saving is hereby gained!

Experience alone, by the use of the Composition offered, will prove that this can really be done.

B. CREGAN, Sole Patentee.

No. 19, Marine Street, Bombay, 23rd Sept. 1873.

BOMBAY EXHIBITION PRIZE MEDAL

AWARDED TO

MESSRS. RUSSELL & Co.

1st JUNE 1873.

LADIES', GENTLEMEN'S, AND CHILDREN'S BOOT AND SHOE MANUFACTURERS, NEAR THE ORIENTAL BANK,

BOMBAY.

RUSSELL & Co. respectfully inform the PUBLIC and GENTRY of BOMBAY that all ORDERS entrusted to them are executed with first-class material and workmanship.

Gentlemen's Porpoise Skin Elastic Boots		Rs. 11
Regulation Hessian Enamel Boots		,, 25
Do. Patent Hyde Boots		,, 30

Constituents will find the above Establishment cheaper than any other House.

Price List forwarded, post-free, on application.

All Orders must be accompanied by a Remittance or reference for Payment in Bombay.

RICHARD PARTRIDGE, Manager.

NOTICES.

THE DELHI AND LONDON BANK (Limited) grants LOANS and CASH CREDITS on approved PERSONAL and other SECURITIES on the usual Terms.

Loans on Personal Securities, repayable by Monthly Instalments, must be covered by a Life Policy.

For further particulars apply to the MANAGER at DELHI.

NOTICE.—All PERSONS indebted to, or having CLAIMS against the ESTATE of the late SURGEON MAJOR R. H. BEALE, H. M. 49th Regiment, are requested to communicate with, and submit their Accounts and Claims to, the Undersigned, within one month of this date.

Wm. YOUNG,
Brigade Major, 49th Regiment,
President of the Committee of Adjustment.

Mhow, 4th October 1873.

NOTICE.—It is hereby notified for general information, that the WUDWAN STATION COTTON MARKET will be OPENED to the PUBLIC on the 5th NOVEMBER next. The Opening Ceremony will take place in the Market itself at 7 A.M. All interested are invited to attend. Copies of the Rules may be obtained on application to KESHOWRAO BHASKERJEE, Esquire, Deputy Assistant, Jhalawar Prant, and ex Officio Honorary Secretary to the General Committee.

H. L. NUTT, Captain,
Acting 2nd Assistant Political Agent in charge Jhalawar Prant, Kattywar, and President General Committee
Wudwan Station, 22nd September 1873.

PORT CANNING LAND COMPANY, Limited, (In Liquidation).—NOTICE is hereby given, that a GENERAL MEETING of the SHAREHOLDERS of this COMPANY will be held at its Registered Office, No. 5, Meadow Street, on WEDNESDAY, the 8th proximo, at 2 P.M., for the purpose of passing the Final Accounts of the Liquidator, showing the manner in which the winding-up has been conducted and the property of the Company disposed of.

SADANUND BALCRISHNA,
Liquidator.

Bombay, 16th September 1873.

PORT CANNING AND LAND IMPROVEMENT COMPANY (Limited).—NOTICE.—The FIRST ORDINARY GENERAL MEETING of the SHAREHOLDERS of the COMPANY will be held at its Registered Office, No. 5, Meadow Street, on WEDNESDAY, the 8th proximo, at 3 P.M., to transact the following business:—

1st. To receive the Directors' Report and Audited Balance Sheet for the period ending 30th April 1873.

2nd. To declare a Dividend.

3rd. To elect Directors in place of the present Directors, who all retire, but who are eligible for re-election.

4th. To appoint Auditors for the ensuing year, and to fix their remuneration.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 27th instant to 8th proximo, both days inclusive.

By Order of the Board,
SADANUND BALCRISHNA,
Secretary.

Bombay. 16th September 1873.

FIFTY POUNDS REWARD.

MESSRS. DOLLOND, OPTICIANS, OF 1, LUDGATE HILL, LONDON,

HAVING received information that TELESCOPES, &c., are now being sold in various parts of India stamped DOLLAN, and not Dollond, beg to state that they are not of their manufacture.

The above Reward will be paid to any one giving such information as shall lead to the conviction of the offenders.

All Telescopes now made by DOLLOND bear their Registered Number and Trade Mark,

MESSRS. DOLLOND, 1, LUDGATE HILL, LONDON,

where all Orders will be immediately attended to.

TO be SOLD by AUCTION at MHOW on SATURDAY, the 18th day of October 1873—

1st. A Phaeton with moveable Driving Box, a pair of Arab Horses, and set of double English Harness.

2nd. The celebrated Racing Pony "F. W. B." Height 13-1½ or thereabouts.

3rd. Bay Pony "Toby." Height 12-2 or thereabouts: a first-class fencer.

4th. Racing and Hunting Saddles, Bridles, &c.

The property of the late Surgeon-Major Beale, 49th Regiment

Wm. YOUNG, Br. Major, 49th Regt.,
President of Committee of Adjustment.

AVIS.

LE GÉRANT DU CONSULAT DE FRANCE à BOMBAY, agissant en vertu d'ordres qu'il vient de recevoir du Ministre des Affaires Etrangères de la République, INVITE les FRANÇAIS âgés de 19 à 39 ans, nés en France ou à l'étranger, domiciliés de fait, actuellement, dans la Présidence de Bombay, à se PRESENTER EN PERSONNE ou PAR FONDE DE POUVOIRS en sa CHANCELLERIE, 5, Hornby Row, à l'effet de PRENDRE CONNAISSANCE des OBLIGATIONS MILITAIRES que la loi du 27 Juillet 1872 leur impose, et des PENALITES auxquelles s'exposeraient ceux qui ne se soumettraient pas à ces obligations.

E. AUDISIO,
Gérant du Consulat de France.

Bombay, 25 Septembre 1873.

INDUS VALLEY (STATE) RAILWAY.—TENDERS are INVITED for the ERECTION of LOCOMOTIVE ENGINES and for the completion and erection of ROLLING STOCK for the INDUS VALLEY (STATE) RAILWAY and for the delivery of the Stock at Kurrachee.

Particulars may be obtained by any known established Firm making written application to the Officiating Chief Engineer at Mooltan.

Replies will not be sent to other applicants.

The Tenders will be opened in Mooltan about the middle of November.

F. W. PEILE, Lieut. Col., R.E.,
Officiating Chief Engineer, Indus Valley (State) Railway.
Chief Engineer's Office, Indus Valley (State) Railway,
Mooltan, 24th September 1873.

G. NICOLL & CO.,
BOOT AND SHOE-MAKERS,
30, MEADOW STREET, BOMBAY, AND EAST STREET, POONA,

Have always on hand a very select Stock of Ladies', Gentlemen's, and Children's Boots and Shoes.

ROWLAND AND CO.,
SADDLERY AND HARNESS ESTABLISHMENT,
19, MEADOW STREET AND RAMPART ROW,
BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

HEALTH RESTORED

BY THE USE OF

BRISTOL'S SUGAR-COATED VEGETABLE PILLS.

These Pills have justly acquired a widely-extended reputation for their wonderful cures of severe cases of sickness—cases in which all other Medicines had failed, and which had been given up by Physicians as beyond help—such as confirmed and long-standing Liver Complaints, obstinate cases of Piles, Dropsy, &c., &c. But while admitting their wonderful curative powers in difficult cases, we wish to call attention to their great value in the every-day diseases of life, such as COSTIVENESS, for which they are a perfect specific; HEADACHE, relieved and cured by one dose; INDIGESTION always removed by them, and the stomach so toned and strengthened as to prevent a return. BAD BREATH cannot exist when the stomach is cleansed by

BRISTOL'S SUGAR-COATED PILLS.

PURELY VEGETABLE.

For LOSS OF APPETITE they are the only sure remedy, as they never fail in carrying off the depraved bilious secretions that float in the stomach and destroy the healthy, natural craving for food. Sour Stomach, Heartburn, Flatulency, and all Derangements of the Digestive and Excretory organs are promptly relieved and cured by them. The public should always bear in mind that Bristol's are the only Pills made of

PODOPHYLLIN AND LEPTANDRIN,

the only vegetable substances yet discovered that are really

ANTIBILIOUS,

to the presence of which invaluable resinoids the extraordinary success of Bristol's Pills may in a great measure be ascribed. It is necessary, however, that the sick should always remember that in all diseases that have their origin in the blood,

BRISTOL'S SARSAPARILLA,

that best of blood-purifiers, should be used with the Pills, the two Medicines being prepared expressly to act in harmony together. When this is done faithfully, we have no hesitation in saying that great relief, and, in most cases, a cure, can be guaranteed, when the patient is not already beyond human help.

For general directions and table of doses, see the wrapper around each phial of Pills; but as different constitutions require different doses to produce the same effect, it is better that each person ascertain, by trial, the dose that suits their system, and take that dose, instead of following any general rule.

FOR SALE AT

MESSRS. TREACHER & Co.,
AGENTS FOR WESTERN INDIA.

T. CHATELAIN MONTANDON & Co.,
WATCHMAKERS & JEWELLERS,
(BOMBAY AND SIMLA)

BY APPOINTMENT

TO HIS EXCELLENCY THE VICEROY AND GOVERNOR GENERAL OF INDIA,

LORD AND LADY NAPIER OF MAGDALA,

THE LIEUT.-GOVERNOR OF THE PUNJAB,

THE MAHARAJAHS OF

JEYPORE, PUTTIALA, BARODA, CASHMERE, VIZIANAGRAM, AND GWALIOR.

Vienna Exhibition, a diploma of honour and a medal have been awarded to our Agents, Messrs. H. Grandjean & Co., for Chronometers and Watches.

SILVER WATCHES	from Rs. 20	to	Rs. 180
GOLD WATCHES	,, 50	to	3,000
CLOCKS	,, 15	to	150
MUSICAL BOXES	,, 15	to	300

JEWELLERY—A large selection.

ALL KINDS OF REPAIRS UNDERTAKEN AND CAREFULLY MADE.

T. CHATELAIN MONTANDON & Co.,
Hummum Street, Bombay.

NOTICES.

ESTABLISHED IN 1820.

C. LAZARUS & CO.,

INCORPORATED WITH SHEARWOOD & CO.,

CABINETMAKERS, UPHOLSTERERS,

BILLIARD AND BAGATELLE TABLE MANUFACTURERS,

CARVERS, GILDERS, AND DECORATORS,

APPOINTMENT TO THE RIGHT HON'BLE THOMAS BARING, BARON NORTHBROOK, VICEROY AND GOVERNOR GENERAL OF INDIA, AND TO HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, K.G., K.T., G.C.S.I.,

Contractors to Her Majesty's Indian Government; the East India and E. B. Railways; H. M.'s Indian Ordnance, Public Works, Commissariat, and Marine Departments; the Peninsular and Oriental, and other Public Companies;

IMPORTERS, APPRAISERS, HOUSE AND LAND AGENTS, GENERAL FURNISHING CONTRACTORS,

ECCLESIASTICAL FURNITURE SUPPLIERS.

SOLE AGENTS IN INDIA FOR SEDLEY'S PATENT BRIDGES.

47, 56, 60, 61, & 62, BENTINCK STREET, CALCUTTA.

52, OLD BROAD STREET, LONDON.

97, RUE DE RICHELIEU, PASSAGE PRINCES (Ancien Passage Mires), PARIS.

THE business of C. LAZARUS & Co. having of late years experienced an extraordinary development, orders for their manufactures, instead of their being confined to Bengal and the Upper Provinces, being received from all parts of India, China, Burmah, Ceylon, and the Straits Settlements, C. LAZARUS & Co. have determined upon taking steps for enabling the Bombay Public to share the undoubted advantages which their Firm is enabled to offer. C. L. & Co. have been induced to do this from having recently received several large orders for Furniture, Billiard Tables, &c., from Bombay and its neighbourhood, and have every reason to believe that their immense stock and large manufacturing resources have forcibly brought into view the advantages of dealing with their Firm, since in the instances just mentioned the most unqualified satisfaction was rendered.

C. L. & Co. would state that the Senior Member of their Firm, Mr. C. LAZARUS, has just paid a visit to Bombay, in view to superintending a large order for furnishing, and that that Gentleman inclines to the opinion that while the present class of Furniture to be seen in the superior households of Bombay, and which is principally imported from Europe, may be found serviceable, there are yet many reasons to be urged against the latter as compared with a first-class article manufactured in the country with all the advantages that accrue from European skill and supervision. It would be out of place here to dilate upon the defects which too commonly are apparent in Furniture imported from Europe, but it may be observed that such articles are always slender in proportion, and while put together, with very few exceptions in an unsubstantial manner, the wood, materials, &c., that enter into the articles are not calculated to resist the various effects of climate or extremes of heat and moisture. For an illustration of this point C. L. & Co. would refer to their recently issued Illustrated Catalogue. In this volume will be found a set of original designs, on which, while the best modes of European modern style have been had recourse to, various important details of construction and of elaboration, suggested both by long experience and a study of the subject, are conspicuous as specialities essential for India.

C. LAZARUS & Co., while thanking their numerous Constituents for the solid support extended to their Firm since 1820, attribute their success to the following maxims, which continue to guide their business transactions, viz.:—

Good Work with unadulterated Materials.
Skilful and trustworthy Workmen.
Uniform Scale of Charges.
Strict and competent Supervision.

NEW ILLUSTRATED CATALOGUE.

There are a few special features in connection with this expensively executed Catalogue, to which C. L. & Co. would ask their Constituents' attention:—

1.—The newest and most elegant designs only find a place in the volume. Many of these designs, it should be mentioned, represent an original result; that is to say, they have been elaborated with special reference to the household requirements of this country. In working to this end, reference has been had to the latest models of the first cabinet-manufactures of Europe. All that was recherche in style, or chaste in pattern, has been taken advantage of in the production of C. L. & Co.'s special designs for India, these desiderata, however, being combined with others which C. L. & Co.'s long experience has shown to be of the utmost importance. These it is scarcely necessary to detail, yet it may be observed as a general principle in modifying Home designs to suit Indian requirements, that substantiality should never be sacrificed to a too slender elegance, and this principle has been steadily kept in view. Indeed, in the manufacture of Cabinet Ware in India, this is a prime consideration, as climatic effects, not to speak of other agencies, have a most marked action in deteriorating such articles. It remains only to add, therefore, that, while all that is chaste, tasteful, and elegant has been freely appropriated from the sources indicated in the production of C. L. & Co.'s designs, regard has been had, at the same time, to the requirements of strength and substantiality; a judicious blending of both, in fact, has been aimed at, and, as C. L. & Co. humbly believe, has been most successfully accomplished.

2.—C. L. & Co. have had each article of their stock photographed. The diagrams have been engraved at considerable expense in England from these photographs, and represent, therefore, each article with artistic fidelity.

PRICES.

C. L. & Co. are alive to the necessity that exists in these altered times for reasonable prices. The supplying, however, of a *bona fide* reliable article is the first consideration with a respectable and old established Firm. Regard being had to this, and also to the fact that C. L. & Co. warrant every article that issues from their Manufactory, they can confidently state that their charges represent only a slender margin of profit over and above actual cost of production.

BILLIARD TABLES.

C. LAZARUS & Co., as Manufacturers, would in its particular attention to their large stocks of full-sized Billiard Tables. One of the chief desiderata in a Billiard Table is to secure such an arrangement as will admit of a Ball being struck so as to attain the highest speed without its jumping. This, it need scarcely be said, depends entirely upon the arrangement of the cushions. C. L. & Co., mentioning this fact, would state that the subject has largely occupied their attention, and after repeated experiments and close consideration, they have discovered a principle in the manufacture of cushions which answers admirably the end desired. Since the manufacture of their cushions on this new principle, C. L. & Co. have received testimonials from some of the first clubs in India speaking to the merits of the same. To secure *truth* with *speed*, that is to say, the maximum of speed compatible with preventing the Ball jumping, is the object which C. L. & Co. have had in view, and which at length they have successfully attained. At the same time, the cushions, it should be stated, are quite as durable or even more durable under the new principle of making up than under the old. With a view to the maintenance of the high character of their workmanship, C. L. & Co. have secured, for this branch of their business especially, the services of a gentleman who for many years was foreman to the eminent makers, Messrs. Burroughes and Watts, whose experience is a guarantee of the highest possible excellence in the manufacture of Billiard Tables and of everything connected with that department of their business.

IMPORTANT TO MESSES AND BILLIARD CLUBS

THROUGHOUT INDIA, CHINA, BURMAH, CEYLON, AND THE STRAITS.

Consequent on the numerous applications that C. Lazarus & Co. have lately had from parties residing at a distance from Calcutta, to have their Billiard Tables re-cushioned on C. L. & Co.'s new principle, and as sending the cushions to Calcutta for that purpose is attended with great delay, thereby occasioning much inconvenience, C. L. & Co. have been induced to keep a stock of Cushions on their new principle always on hand, which can be fitted to any Table, the accurate length and width of the Slate Bed only being required.

Up-Country Messes and Clubs can, by thus securing a spare set of Cushions, ensure the constant use of the Table—a desideratum, C. L. and Co. are satisfied they will not be slow to appreciate, as the inconvenience hitherto felt by the Table being unavailable for play during such time as the old Cushions are under repair, has been admittedly very great.

THE ALEXANDRA BILLIARD TABLES.

C. LAZARUS & Co. beg to state that, with a view to procure for India one of the latest Home Novelties, they have made up, on their own premises, a number of the new "Alexandra" Billiard Tables, so commonly patronised in Fashionable Circles at this time in England.

It is now shown that ladies may, with perfect propriety, take part in a game where their naturally quick perception and power of skilful manipulation contributes, not only to the pleasure of this noble game, but enables them to compete for its honours with the more practised hands of the ruder sex.

The "Alexandra" Table, or which has now received the distinguishing epithet of the "Ladies' Table," and most in favour with the fair sex, is in every respect adapted to develop the fullest resources of the Game. The size of the Tables is six feet by three, the height being so regulated, and the Cues and other requisites so specially arranged, as to admit of easy and graceful manipulation by a lady. Whilst the exclusiveness that has hitherto attended the play of Billiards on the full-sized Table is obviated, the interest and excitement of the game are in no way diminished by the introduction of the new Board, as the latter is susceptible of all the fertile resources of art to which the skilful player resorts. From these considerations the "Alexandra" Table has secured, since its introduction into this country, a large measure of favour with the Ladies of India, and has already become as permanent a favourite within their domestic circles as in the first families of the British Aristocracy

B. B. B.

In accordance with their established practice of introducing Novelties to the Indian Public, C. LAZARUS & Co. have pleasure in announcing that they have made arrangements to supply the latest novelty in social and family amusement, by importing the popular B. B. B. Tables. The peculiarity of these is, that on the one table the three favourite games of BILLIARDS, BATTUS, and BAGATELLE may be played, thus affording a pleasing variety of amusements concentrated on a single board, at little more than the cost of one. Anticipating that the demand for these tables will be large, C. L. and Co. are prepared to supply them on very favourable terms, it being a principle of their business to furnish the best and most approved articles of every kind, at the lowest rates consistent with excellence of quality and a fair trading profit.

BILLIARD & POOL BALLS,

Billiard Cloths, Cues, Billiards and Pool Marking Boards, Tips, Chalks, and

EVERY REQUISITE FOR THE BILLIARD TABLE.

BILLIARD CUSHIONS RENOVATED.

Billiard Tables repaired and re-cushioned on their new principle, thereby making an old Table as good as new.

IMPORTANT TO BILLIARD PLAYERS,

THE PATENT CUE TIP FASTENER,

WITH FILE IMPROVEMENT.

The "Cue Tip Fastener" is for the purpose of giving a pressure to the Tip when being fastened on to the end of a Cue; and also serves the purposes of filing level the top of the Cue, which it insures being done correctly.

The "Cue Tip Fastener" with File improvement, is in the shape of a cone, with slots cut in the side, a loose ring, and a File, which can be slipped in and out of the Fastener.

For Direction for using the above, with full instructions for Tipping a Cue, see inside of lid of box supplied with the Fastener.

Price, complete in Box, with File and Sand-paper, Rs. 6 each.

Ditto, without Box or File improvement, Rs. 4-8 each.

C. LAZARUS & CO.,

BILLIARD TABLE MANUFACTURERS, CALCUTTA.

Sole Agents in India, Wholesale and Retail.

THE CUE CEMENT (REGISTERED).

Re-tips in a minute. Unequalled for Adhesiveness, Tenacity, and Durability; unaffected by heat, cold, or damp.

Essential to every Player at Billiards, or any other Game where accident or emergency requires the application of a reliable Cement; Tipping and effectually repairing Cues, Rests, Rest-heads, and Billiard Ware of every description; also for Mending Pipes, Walking Sticks, Gun Stocks, &c., &c., and for all Leather, Wood, Ivory, Stone, China, for Uniting Glass (being transparent) or other Material.

PRICE PER BOTTLE—Rs. 2.

C. LAZARUS & CO.,
CALCUTTA
WHOLESALE AND RETAIL AGENTS FOR INDIA.

do.	15/16d.
Bank Bills, demand	1s. 10 16/32d. to 1s. 10 11/32d.
On Calcutta Bank Bills, 60 days' sight	99¾ to 5/16.
Do demand	100¼ to 100 3/16.
On Madras 30 days' sight	99¾
Do. demand	99 15/16.
On China House Bills, 60 days' sight.	224.

GOVERNMENT SECURITIES

Five-and-a-half per cent.	110¾
Four & half per cent.	106 3/8
Four per cent.	104¾
Four & half per cent. (Publi Works Loan)	106
Five per cent. Debenture Loan, 1866-67	103¼
15 years' Debenture Loans	109½
10 years' do. do.	106
5 years' do. do.	103
Six per cent. Municipal Loan House Rate	112
Do. Do. Market Rate	112¾
New French Loan 6 per cent. fully paid up of 1871 and 1872	92
New French Loan instalment paper of 1872	94
Paris Municipal Loan (Debenture Rs. 117) per Bond	115.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand			4½ per cent	
Fixed Loans on	do.	to 3 months'	5½	"
Do.	do.	over 3 do.	6½	"
Do.	on Merchandise		7½	"
Cash Credit	do.	to 3 months'	6½	"
Do.	do.	over 3 do.	6½	"
Do.	do.		7½	"
Bank Bills			6½	"
Mercantile Paper			8½	"

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-0-0
Carolus	290
Mexican Dollars	222
Five-Franc Pieces	221½
Bar Silver	107¼ to 107¾
Gold Lea	16-12
Bar Gold 10 oz. English 100 touch	16-14
Australian Gold ... 100 touch	16-13

FREIGHT REPORT.

TUESDAY EVENING.

The Boadicea (s) engaged a full cargo for Liverpool at £2-12-6 with broken stowage at half freight. Two of the steamers expected are reported chartered for Liverpool or Continent, terms private.

London	Cotton, Cases, Seeds	No ships.
Liverpool	Iron Ships Cotton	£2 5s. 0d.
	Wooden Ships "	£2 0s. 0d. nominal.
	Myrabollams	£2 0s. 0d.
	Coir bdls	£1 10s. 0d.
	Seeds	£1 17s. 6d.
Havre	Cotton, Coffee	No ship.
Overland Steamers—		
London		£3 0s. 0d.
Venice		£2 15s. 0d.
Trieste		£2 15s. 0d. nom.
Liverpool		£2 15s. 0d.
Havre Cotton		£2 15s. 0d.
Liverpool via Suez Canal	Wheat	£2 12s. 6d.
	Seeds	£2 12s. 6d.
	Cotton	£2 12s. 6d.
China	Steamer Cotton	Rs. 20 per ton.
	" Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 4 per bale nominal
Calcutta	Salt	Rs. 3½ per ton.
Calcutta to Bombay		Rs. 15 port charges.
Mauritius		Nothing doing.

BOMBAY BILL AND STOCK LIST.

TUESDAY, 7TH OCTOBER.

INQUIRY for Bank of Bombay, 1st issue, at quoted rates. Spinning shares declining. Land shares steady.

BANKS.

No. of Shares	Nominal value per sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	94
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,415
20,000	500	all	12 pct	Do of Bombay New	770
1,000	500	100	12 pct	Do 2nd Res. Issue	262½
5,250	1,000	all	5 p.ct.	Do of Madras	1,120
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of I. L. & China	275
40,000	28½	all	12 pct	Hong. & Shanghai Bank	450 n'.
40,000	200	all	2½ pct.	Chartered Bk. of I. & C.	150
80,000	250	125	6 p.ct.	National Bank of India	117
40,000	250	all	12 do.	Oriental Bank	495

RAILWAY COMPANIES.

—	£20	218·3·0	p.c.	G. I. P. Railway Consolidated Stock	288
—	£20	109·1·5	do.	Do. New £20 Shares	126
—	£20	43·10·2	do.	Ditto	
—	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
—	£18	196·5·1	d.	Do. New Shares	

LAND COMPANIES.

4,000	3,000	all	Rs. 65	Colaba Land Co.	1,330
8,000	150	all	Nil.	Frere Land & Pier Co. Ld.	88
750	2,000	2,000	80p.s.	Mazagon Land	830
5,000	1, 0	all	15p.s.	Port Canning Land Company, Limited	400

PRESS COMPANIES.

150	5,000	2,850	160 ps	Akbar Cotton Press Co.	1,850
200	2,000	1,100	150do.	Albert Co. Kurrachee	870
100	500	all	15 pc.	Albert Ginning Co.	500
200	3,000	850	Nil.	Alexandra Press Co.	215
150	12,000	11,000	100 ps.	Apollo Press Co.	6,600
200	2,000	all	200 ps.	Bombay Press Co.	1000
200	500	all	50 p.s	Do New	225
350	1,000	1,000	100 ps	Broach Cotton Co	700
100	1,500			Carwar Company	1,100
500	1,880	all	40 *	Colaba Press Co.	4,400
350	9,000	all	250 ps	East India Press Co.	2,700
150	8,500	all	500 *	Fort Press Co	5,600
200	2,000	1,800	75 ps	Framji Cowasji Press Co.	425
200	1,000	all	70 ps	French Press Co	710
208	6,000	6,000	228 ps	Hydraulic Press Co.	2,000
250	5,000	1,467	75 ps	Imperial Press Co	800
200	400	35	42½ ps	Mofussil Press & G. Co.	610
120	2,500	all	135 ps	Prince of Wales Press	1,800
200	1,000	all	...	Sassoon's Press Co.	600
400	850	750	135 ps	Scinde Press Co.	505
160	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited	1,075
125	1,500	1,250	Rs. 85	Victoria Press, Madras	1,150
180	850	all	80 ps.	Vic. Cot. Gin & Press Co.	850
450	1,000	all	80 ps*	Volkart United Press Co.	850 xd

* Per share for the half-year.

SPINNING AND WEAVING COMPANIES.

620	1,250	all	112½	Alexandra Spinning	1,405
500	2,500	all	140*	Alliance Spinning	2,665
300	2,000	all		Bhownuggur M. & P. Co.	1,850
900	1,000	all	60*	Bombay United	1,230
1,400	150	150	25*	Broach Mills	215
2,600	2,000	all	50p.s	Dhurumsey Spinning	1,675
750	2,000	all	200p.s	Great Eastern	2,375
750	1,000	all		Jewraj Ballo Mills	1,155
2,500	1,000	all	75 ps	Manockji Petit's	1,325
960	1,000	a	100p.s	Morarjee Spinning	1,230
800	2,500	all	150p.s	Oriental	3,425
690	2,500	400	200p.s	Royal	1,950
500	1,000	all	...	Soonderdas Spinning	1,375

* Per share for the half-year.

MISCELLANEOUS.

—	2,500	1,500	100 ps.	Bombay Burmah Trading Corporation	1,390
1,000	50	all	4½p ct	Bombay Gas Company	60
500	500	300	15 ps.	Landing and Shipping Co. of Kurrachee Ld.	100
2,150	200	100	8 p.c.	Malabar Company Ld.	102
1,000	50	all	1½ ps.	Mechanics B'ld'gs Co.	25
2,000	500	all	45 ps.	Treacher & Co	425
2,000	250	all	40 ps.	Viegas Patent Slip Co	55

BANKS IN LIQUIDATION.

			Date of L'dation.		
—	95	19½	—	Bank of China	1
—	250	2	Mar. '66	Central Bank	1
—	...	...	...	East India Bank	1
—	200	12	Feb. '67	Indian Peninsula	1
—	200	70½	May '67	Royal Bank	1

SALES AND PURCHASES.

PIECE GOODS.

The market continues steady, with an active demand for the interior, and prices are well maintained. The business done yesterday from first hands has, however, been quite of a retail character, owing probably to the heavy purchases made by the dealers during the previous week. The following sales are reported to have been made by European firms yesterday:—

1,000 prices	Blue, Orange, & White Prints	24 in. 28 yds.	Rs.	4 3
500	" " " "	24 in. 28 yds.	"	4 0
500	" Green & Yellow	25 in. 28 yds.	"	4 5
240	" White Ground Prints	33 in. 24 yds.	"	4 5
180	" " " "	33 in. 24 yds.	"	4 6

COTTON.

Reuter's telegrams of the 6th instant report the Liverpool market as closing very active, with Surats firmer. Dhollera still continues to be quoted at 6½d. per lb., but there is an advance of 1/16 in Oomrawuttee and Orleans, and of ⅛ in Mid. Uplands. Sales are given at 25,000 bales, of which 5,000 were Surats, and 6,000 were on account of speculation and for export. The receipts on the day at Liverpool are up to 23,000 bales, and those at U. S. ports at 9,000. The Market here has, in consequence of the improved state of the home market, been somewhat firm, but our previous quotations show no quotable alteration. The following purchases were yesterday effected by European firms:—

25 candies	Veerumgaum	Rs. 183
10 "	Broach M. G.	" 205

YARNS.

The market for Grey is dull, and no sales have come to our notice. Coloured and Turkey Red are, however, steady at current rates.

...ack	Sydney, Sept. 7.		
...Neil	Carwar, Oct. 5.		
...Dow...	Catch.		

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
7	Zembesi (s)	Cates	China, &c.
	Corinna (s)	Dryden	Kurrachee.

The steamer Sir J. R. Carnac, for Coast and Carwar, was entered out for loading yesterday.

DAILY IMPORTS.—7TH OCTOBER.

FROM LONDON.

Yeddo, s, 25 cases brandy, Ardaseer Cursetjee Dady and Co.

Virago, s, 100 cases brandy, C. Bouneviaile and Co.

Caradoc, s, 50 cases old tom, H. D. Fisher and Co.

Corinna, s, 55 cases old tom, H. D. Fisher and Co.

Urbino, s, 100 cases brandy, P. S. Kharegat.

Timor, s, 16 cases printing materials, J. Neuberg; 4 cases paper, Volkart Bros; 10 bales paper, Allebhoy Abdoolcurrim, and Co.; 5 cases sherry, 6 cases claret, and 8 cases champagne, Jaffer Sulleman and Co.; 1,773 bars iron, Abdoolrehmon Salleamahomed; 40 cases iron sheets, Hyderally Cassomjee; 12 cases wine, Ritchie, Steuart and Co.; 6 bales paper, Heptoola Allibhoy and Co.; 1 case soap and 1 case needles, Ahmed Aboo; 33 cases stout, Pochajee Framjee and Co.

FROM TRIESTE.

Flora, s, 1 case amber, Khimchund Lalbhoy; 103 cases beads, B. Joejeebhoy's son.

FROM GENOA.

India, s, 12 cases brandy, B. and Sibille.

Persia, s, 2 cases brandy, C. Bouneviaile and Co.

FROM BORDEAUX.

Suzanne, 45 cases claret, 50 cases madeira, and 10 cases champagne, B. and Sibille.

DAILY EXPORTS.—7TH OCTOBER.

FOR LIVERPOOL.

Shahpore, 600 bags linseed, W. Nicol and Co.; 500 bags linseed, Shamjee Veerjee.

Tebe, s, 15 bales hides, Stearns, Hobart and Co.; 44 bales cotton, Dewjee Bhojraj; 19 bales cotton, Hajee Suliman Essac; 110 bales cotton, M. Jewraz.

Indus, s, 200 bales cotton, Killick, Nixon and Co.; 8 bales wool, Toolsidass Jadowjee, 121 bales cotton, Dewjeebhoy Goolam Husein and Co.; 86 bales cotton, Rowjee Pragjee; 65 bales cotton, Muthooradass Chapsey; 860 bags wheat, Finlay, Scott and Co.

Muriel, s, 46 bales wool, Cursondass Nensey; 10 bales hides, Russoolbhoy Gufoorbhoy; 14 bales skins, Joseph Hajee Gunnee.

FOR LONDON.

Muriel, s, 143 bundles ambahuldee, Ebrahim Rujub.

Indus, s, 8 cases wax, Cowasjee Maneckjee; 5 cases mother o' pearl shells, Austrian Trading Company; 8 cases chundroos, Currimbhoy Hussonbhoy; 184 pieces and bundle E. teeth, Adamjee Peerbhoy; 91 pieces E. teeth, Ramchund Amooluck.

FOR HAVRE.

Indus s, 200 bales cotton, George Lockhart and Co.; 100 bales cotton, Jules Siegfried and Co.

FOR MARSEILLES.

Indus s, 485 bags coffee, Volkart Brothers.

FOR GENOA.

Indus s, 50 bales cotton, Jules Siegfried and Co.

FOR VENICE.

Tebe s, 20 bags cinnamon, Austrian Lloyd's Agency.

FOR TRIESTE.

Tebe s, 1 case cinnamon oil and 340 bags coffee, B. I. S. N. Co.; 104 bags coffee, Volkart Brothers; 1 case mother-o'-pearl shells, Austrian Trading Company; 50 bales cotton, Peel, Cassels and Co.

FOR ANCONA.

Tebe s, 25 bags cinamon, B. I. S. N. Co.

FOR PORT SAID

Tebe s, 56 bags coffee, B. I. S. N. Co.

FOR SUEZ.

Indus s, 5 bundles silk, Hajee Zenel Abadeen.

FOR HONGKONG.

Zambesi s, 6½ chests opium, Thackersydass Semsamull.

FOR SHANGHAI.

Zambesi s, 64½ chests M. opium, Jairazbhoy Peerbhoy.

WEATHER REPORTS.

CANNANORE, 7th October, 4 P.M.—Weather rainy, wind north, thermometer 79.

CARWAR, 7th October, 5 P.M.—Weather fine, wind south-west, thermometer 82, barometer 30·02.

MANGALORE, 7th October, 9-17 P.M.—Weather rainy, wind north-east by north-west, thermometer 84, barometer 29·77.

TUTICORIN, 7th October, 5-15 P.M.—Weather fine, wind easterly, thermometer 87, barometer 29·78.

VINGORLA, 7th October, 5-25 P.M.—Weather rainy, wind north-east mild, thermometer 79.

MILITARY.

ARRIVALS.—OCTOBER 5.

Thomas, Captain, 4th M. N.I., on leave, from Bellary.

OCTOBER 6.

Eyre, Lieutenant, 36th Foot, on sick leave, from Meean Meer.

Wilkinson, Lieutenant, 83rd Regiment, from leave, from Secundrabad.

OCTOBER 6.

Lane, Major, Madras Royal Artillery, on sick leave, from Australia.

DEPARTURES—OCTOBER 7.

Cooper, Quarter Master, 42nd Light Infantry, on sick leave, to England.

Wright, Surg on, Medical Department, on sick leave, to England.

OCTOBER 7.

Lane, Major, Madras Royal Artillery, from sick leave, to Trichinopoly.

POONA DIVISION ORDER.

BY MAJOR-GENERAL J. T. GRANT, C. B.,
Commanding Poona Division of the Army.
Poona, 4th October 1873.

The undermentioned officers have obtained privilege leave:—68th Light Inf—Maj H W J Trent, and Capt A F Marshall, for 30 days, from the 3rd Oct 1873.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Adjutant General's Office, Head Quarters,
Poona, 4th October 1873.

The undermentioned officers returned to duty by permission of the Secy of State for India, on the dates specified.

Capt G E Hancock, S C, Asst Pol Agent, Mahee Kanta, Capt E L Marryat, Royal Engrs, Asst Constg Engr for Railways, and Dy Surg Genl W Thom, Indian Medl Dept, 25th Sept 1873. Capt J E Erskine Corde, 1st Cav on civil employ, Oude, 1st Oct 1873.

The Supt of Army Schools is permitted to proceed on his annual tour of inspection, visiting the undermentioned stations:—Bombay, Tanna, Surat, Baroda, Ahmedabad, Kurrachee, Hyderabad, Malligaum, Mhow, Sholapore (vice), Ahmednuggur, Sattara, Kolapore, Belgaum, and Dharwar.

With reference to G G O No 582, 3rd ult, and under instructions from H E the C-in-C in India, Capt Brain, 56th Regt, Garrison Instr, Allahabad, is posted to the Mount Aboo Circle.

The undermentioned is reported to have passed the required examination in Hindustani according to the higher standard test:—Capt B Burgess, R A.

The following Orders are confirmed:—

Sappers and Miners.—Regtl Order, dated 25th Sept 1873, directing Capt Glancy, Qr-mr and Interpr, to officiate as Adjt, Supt of Instruction, and 2nd in Comd, and Capt Newport as Qr Mr and Interpr and Supt Field and Park Train, in succession to Capt Cruikshank, proceeding on furlough.

56th Foot.—Regtl Order, dated 30th Sept 1873, appointing Lt T Prickett Asst Instr of Musketry to the regiment during the ensuing annual course.

Sattara Station Order, dated 26th Sept 1873, appointing Lt Penbon, Offg Adjt 11th N I, Station Staff Officer.

The undermentioned officers have leave of absence:—

68th Foot—Lt A R Stewart, from 23rd to 24th Sept 1873, in extension on private affairs.

Poona Horse—Capt and Adjt G C Hogg, for 3 days, from date of departure, preparatory to proceeding on furlough.

BENGAL GOVERNMENT ORDERS.

(*Gazette of India*, October 4.)

TOPOGRAPHICAL SURVEY DEPARTMENT.

Two years' furlough to Europe is granted to Mr. H. J. Bolst, Surveyor, 1st grade, attached to No. 1 Topographical (Gwalior and Central India) Survey, under Sec 7, Supplement F of the new Civil Leave Code, with thirty days' subsidiary leave, commencing from the 6th Oct 1873.

GREAT TRIGONOMETRICAL SURVEY OF INDIA.

Mr Henry Healy, Asst Surveyor, 4th grade, is permitted to resign his appointment from the 25th Sept.

One month's privilege leave is granted to Mr James Low, Surveyor, 3rd grade, with effect from 1st inst, and to Mr C D Potter, Asst Surveyor, 2nd grade, with effect from 1st proximo.

HOLKAR (STATE) RAILWAY.

Mr B W Cantopher, appointed by Govt of India, P W Dept, as a Probationary Asst Engr, 3rd grade, reported himself at Mhow on the afternoon of the 25th Sept 1873, and is posted to the 4th Div, Holkar (State) Railway as a temporary arrangement.

PUNJAB NORTHERN (STATE) RAILWAY.

Mr J J Ryan, Ex Engr, 4th grade, was relieved of his duties on the Ravee Section on the afternoon of the 20th Sept 1873.

The privilege leave granted to Mr H Lambert, Supt of Works, Chenab Section, for eighty-seven days by Notification No 69, dated 12th July 1873, is extended to ninety-six days.

With reference to *Gazette of India* P W Dept Notification, appointing Mr A S Gerrard an Asst Engr, 2nd grade, and posting him to the Punjab Northern (State) Railway, this subordinate reported his arrival at Lahore on the forenoon of the 22nd Aug 1873. Mr Gerrard is posted to the Ravee Section.

INDUS VALLEY (STATE) RAILWAY.

Mr B Baxter, Asst Engr, 3rd grade, Khanpore Div, Mooltan Dist, is granted two months' privilege and fifteen days' departmental leave, with effect from the date he may avail himself of it.

PUNJAB ORDERS.

(*Punjab Gazette*, Oct. 4.)

Mr G J Nicholls, Asst Commsr, appointed to officiate as Depy Commsr of Bilaspore, assumed charge of his duties from Mr J F Beddy, Offg Depy Commsr, on the 22nd instant, before noon.

The Chief Commsr is pleased to invest Mr G J Nicholls, Offg Depy Commsr, Bilaspore, with the powers described in Section 36, Act X of 1872.

Capt E W C H Miller, Asst Commsr, Jubbulpore, transferred to Mundla, made over charge of his duties at Jubbulpore on the 20th instant, afternoon.

Under Section 37 of Act X of 1872, the Chief Commsr is pleased [illegible] Chund to be an Honorary Magistrate of [illegible] the Nagpore District.

Capt W Vertue, Offg Cant Magis, Jubbulpore, rejoined from privilege leave and resumed charge of his duties from Mr J W Tawney, on the 27th ultimo, before noon.

Mr A Brandreth, Commsr and Supt, Lahore Division, has obtained furlough to Europe for eleven months, with the usual subsidiary leave of absence, with effect from the 17th Nov 1873, or such subsequent date as he may avail himself of the same.

The privilege leave of absence for two months granted to Mr W Jenkyns, Asst Commsr, Derah Ismail Khan, in G O No 790, dated 3rd March 1873, is cancelled at his own request.

Lt-Col J T Norgate, Cant Magis, Sealkote, is invested, under Section 223 of the Code of Criminal Procedure, with power to try summarily the offences mentioned in Section 222 of the said Code.

The following offg appointments, made under the operation of Orders in Financial Department, No 534, dated 10th June 1868, and No 1289, dated 1st July 1869, are announced up to 31st July 1873:—

Consequent on the sanction conveyed in Govt of India Financial Department, No 1676, dated 17th July 1873, and the departure on leave of Lt C F Massy—

Mr G R Elsmie, Depy Commsr, 3rd class, on deputation as Additional Commsr, officiated as Depy Commsr, 1st class.

Major J W H Johnstone, officiating Depy Commsr, 1st class, reverted to officiating Depy Commsr, 2nd class.

Capt P L N Cavagnari, Offg Depy Commsr, 2nd class, reverted to officiating Depy Commsr, 3rd class.

Mr C L Tupper, Asst Commsr, 3rd class, officiated as Asst Commsr, 2nd class.

Consequent on the departure on leave of Mr H B Beckett—

Mr A W Stogdon, Offg Asst Commsr, 2nd class, officiated as Asst Commsr, 1st class.

Mr J R Maconachie, Asst Commsr, 3rd class, officiated as Asst Commsr, 2nd class.

Consequent on the departure on leave of Lt-Col P Maxwell—

Major J. W. H. Johnstone, Offg Depy Commsr, 2nd class, officiated as Depy Commsr, 1st class.

Capt P L N Cavagnari, Offg Depy Commsr, 3rd class, officiated as Depy Commsr, 2nd class.

Mr P DeL H Johnstone, Offg Asst Commsr, 2nd class, officiated as Depy Commsr, 3rd class.

Mr E B Steedman, Asst Commsr, 3rd class, officiated as Asst Commsr, 2nd class.

Consequent on the return from leave of Mr C P Elliott—

Major J W H Johnstone, Offg Depy Commsr, 1st class, reverted to Offg Commsr, 2nd class.

Capt P L N Cavagnari, Offg Depy Commsr, 2nd class, reverted to offg Depy Commsr, 3rd class.

Mr T Roberts, offg Depy Commsr, 3rd class, reverted to Offg Asst Commsr, 1st class.

Mr A W Stogdon, Offg Asst Commsr, 1st class, reverted to Offg Asst Commsr 2nd class.

Mr E B Steedman, Offg Asst Commsr, 2nd class, reverted to Asst Commsr, 3rd class.

Consequent on the departure on leave of Mr. W E Purser—

Mr A W Stogdon, Offg Asst Commsr, 2nd class, officiated as Asst Commsr, 1st class.

Mr E B Steedman, Asst Commsr, 3rd class, officiated as Asst Commsr, 2nd class.

Consequent on the departure on leave of Mr R W Trafford—

Mr G L Smith, Asst Commsr, 3rd class, officiated as Asst Commsr, 2nd class.

Consequent on the departure on leave of Mr J W Gardiner—

Capt A S Roberts, Offg Asst Commsr, 2nd class, officiated as Asst Commsr, 1st class.

Muhammad Hayat Khan, C S I, Asst Commsr, 3rd class, officiated as Asst Commsr, 2nd class.

Consequent on the return from leave of Lt J A L Montgomery—

Muhammad Hayat Khan, C S I, Offg Asst Commsr, 2nd class, reverted to Asst Commsr, 3rd class.

Consequent on the arrival of Mr W M Young, at Ferozepore—

Mr W M Young, Offg Asst Commsr, 1st class, officiated as Depy Commsr, 3rd class.

Mr H St G Tucker, Offg Asst Commsr, 2nd class, officiated as Asst Commsr, 1st class.

Mr P de L H Johnstone, Offg Depy Commsr, 3rd class, reverted to Offg Asst Commsr, 2nd class.

Consequent on the return from leave of Mr A Brandreth—

Lt-Col R Young, Offg Commsr and Supt, reverted to Depy Commsr, 1st class.

Major T F Forster, Offg Depy Commsr, 1st class, reverted to Offg Depy Commsr, 2nd class.

Major E P Gurdon, Offg Depy Commsr, 2nd class, reverted to Offg Depy Commsr, 3rd class.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After-packet.
United Kingdom	Oct. 13	5-30 P.M.	6-30 P.M.
Kurrachee	" 13	11 A.M.	12 A.M.
Persian Gulf via Kurrachee.	" 10	11 A.M.	12 A.M.
Australian	" 18	4-30 P.M.	No after packet.
China	" 21	4-30 P.M.	No after packet.
Mauritius, Reunion, &c.	" 27	5-30 P.M.	6 30 P.M.
Zanzibar	" 27	5-30 P.M.	6-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay during the second half of the current year.

Letters will be received at the General Post Office up to 5-30 P.M. Newspapers, Books, and Patterns, up to 3 P.M.

Registered Letters up to 2 P.M. Letters presented for registration will be received between 2 and 4 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 5-30 P.M. to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is as follows:—

	Present Rates per ½ oz. Annas Pies.		Revised Rates per ½ oz. Annas Pies.	
Austria, Luxemburg German States, Austrian Post Offices in Turkey	8	8	8	0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia	7	4	9	0

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—annas 2.

Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

The Overland Mail Steamers, for the second half of the current year, will leave Bombay as follows:—

	7 P.M.		7 P.M.
Monday	Oct. 13	Monday	Nov. 24
"	" 20	"	Dec. 1
"	" 27	"	" 8
"	Nov. 3	"	" 15
"	" 10	"	" 22
"	" 17	"	" 2

CHINA MAILS.

The China Mail Steamers, for the second half of the current year, will leave Bombay as follows:—

	4 P.M.		4 P.M.
Tuesday	Oct. 21	Tuesday	Dec. 16
"	Nov. 4	"	" 30
"	" 18	"	" 13
"	" 2		

Registered letters will be received until 1 P.M. on the respective days.

AUSTRALIAN MAILS.

Dates of departure from Bombay of the Australian Mail Steamers for the remaining months of the present year:—

Saturday	Oct. 18	Saturday	Nov. 15
		"	Dec. 13

MAURITIUS MAILS.

Mails from Bombay to Mauritius and Reunion will be despatched as noted below:—

	Regular dates.		*Supplemental dates.*
Monday	Oct. 27	Monday	Nov. 3
"	Nov. 24	"	Dec. 1
"	Dec. 22	"	" 29

MAILS FOR KURRACHEE AND PERSIAN GULF.

*10th Oct. 1873.	10th Nov. 1873.	18th Dec. 1873.
13th " "	14th " "	12th " "
17th " "	17th " "	15th " "
20th " "	*21st " "	*19th " "
*24th " "	24 h " "	22nd " "
27th " "	28th " "	26th " "
31st " "	1st Dec.	29th " "
3rd Nov.	*5th "	
*7th " "		

* Persian Gulf steamers.

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails which came into force from the 11th June and will continue so until further notice:—

MAILS.	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kussara, Egutpoora, Nassick, Munmar, Nandgaum, Chalisgaum; and those from Bhosawul to Jubbulpore and Bhosawul to Nagpore	8 A.M.	9-30 A.M.	7-20 A.M.
For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhosawul only.	4 A.M.	5 A.M.	5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G. I. P. R. for Poona, and Madras Presidency; also for Ahmednuggur and Seroor	11-30 A.M.	12 NOON.	11-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona, Deccan, and S. M. Country	7-30 A.M.	8 A.M.	5 P.M. of previous day.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiwar, and Kutch	4 A.M.	6 A.M.	5 P.M. of previous days.
For ditto in Southern Concan, *i.e.*, for Penn, Nagotna, Mhar, Khed, Dapoolee, and Rutnagherry	6 A.M.	......	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

LETTERS.—There are six deliveries in Bombay every day: at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M., and 5 P.M. The inland post goes out at 8 A.M., for Khandeish, Malwa, Berar Central Provinces, Punjab, N. W. Provinces, and Bengal, and all post towns in the north-east line of the G. I. P. Railway; for Poona, Southern Maratha Country, and Madras Presidency at 11-30 A.M.; and for Scinde, Kattywar, and Cutch at 4 A.M.; for the South Eastern line as far as Poona, 7-30 A.M. The Overland Mail for England is despatched every Friday evening at 5 o'clock, and closes at 3-30 o'clock. Late packets are received, on payment of extra postage, up till 4-30 P.M. at Apollo Bunder. Postage on inland letters not exceeding ½ tolah 1 anna, 1 tolah 1 anna, 1½ tolah 2 annas, 2 tolahs 2 annas; on foreign letters not exceeding ½ ounce via Brindisi 8 annas, 1 ounce Re. 1 via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas.

POSTAGE ON LETTERS FOR ZANZIBAR.

Under a Treasury Warrant received from Her Majesty's Post Master General, the postage on letters for Zanzibar forwarded via Bombay to Aden by the Mail Steamers of the P. and O. S. N. Company, and thence by the B. I. S. N. Company's Vessels, is increased from 4 annas to 8 annas per half ounce.

2. Prepayment in full by this route is compulsory.

3. Letters forwarded by this route and by the continuation of the line to Mozambique, Delagoa Bay, Natal, and the Cape of Good Hope, will also be subject to an increase from 4 annas to 8 annas per half ounce.

4. Prepayment in full by this route is compulsory.

5. Letters forwarded by this route can be registered only for Natal and the Cape of Good Hope, the registration fee being 4 annas per cover.

Mails will be despatched as under:—

Monday	Oct 27	Monday	Nov. 24

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

Subscription for One Year	(*Post Free*)	Rs.	42 0 0
Half Year	*ditto*	"	24 0 0
Three Months	*ditto*	"	14 0 0
One Month	*ditto*	"	5 0 0
One Week	*ditto*	"	1 8 0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12
Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs	10 0
Per Copy	"	0 4

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. PHILLIPS & Co.'s, POONA, price, 4 annas. Also, on Tuesdays the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

RICHARDSON—September 23rd, at Banda, the wife of W Pelham Richardson, Executive Engineer, Keys Canals, of a son, still-born.

FRASER—October 1st, at Jubbulpore, the wife of Major Henry Fraser, Superintendent, of Police, of a daughter.

KNIGHT—October 2nd, at Jacob's Castle, Agra, the wife of Robert Knight, Esq., of a daughter.

KAYE—October 2nd, at Benares, the wife of W. Kaye, C. S., of a son.

HANSON—October 3rd, at Cawnpore, the wife of C. L. Hanson, Esq., Inspector of Post Offices, Cawnpore Division, of a son.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

WEDNESDAY, OCTOBER 8, 1873.

A BILL which, when passed into law, will in one respect materially affect the daily administration of summary criminal justice in this city, is at present under consideration at Calcutta. We refer to the "High Courts' Criminal Procedure Bill, 1873," which was introduced into the Council of the Governor-General on the 24th July last, and referred to a Select Committee for report thereon in four months. Chapter VII. of this Bill is entitled, "Of Police "Magistrates in Presidency Towns," and by it the greater part of the Code of Criminal Procedure (Act X. of 1872) is extended to the Courts of Police Magistrates and to the Police of Presidency Towns. Should this chapter of the Bill be passed by the Committee in its integrity and without any alteration of that portion which makes secs. 71 to 75, 83, 84, 85, 87, and 88 of the Code applicable to Presidency Towns, it will be illegal (after the Bill is passed into law) for our local Native Police Magistrates to try European British subjects who may be charged before them with having committed any offence summarily punishable, unless the accused parties waive or do not claim their privilege as such European British subjects of being tried by a Magistrate who is himself also a European British subject. Should the accused parties claim or decline to waive this privilege, it would be necessary to send them for trial, or enquiry into the case, before a Police Magistrate who is himself a European British subject. Our Native Police Magistrates will also, to use the legal phraseology of the Code, be incompetent to enquire into any complaint against a European British subject, though they will be competent to entertain a complaint against him; but if any process be issued, it will have to be made returnable before a Magistrate competent to enquire into, or to try, the case.

On referring to the statement of Objects and Reasons signed by the Hon. Mr. Hobhouse we read that "Chapter VII. (of the Bill) extends "to Police Magistrates . . . . . such "portions of the Code as seem applicable." No other reason or object is assigned for the application of the greater part of the Code to Presidency Towns. According to the present law, European British subjects, as well as Native subjects, are equally liable in this city to be tried by a Native Police Magistrate; but, although up to this time we have had no complaint made, nor any reason for making a complaint, in respect to the trial of Europeans by Police Magistrates [illegible] not of the same nationality, yet it sho[illegible]rne in mind that the First Native Mag[illegible] appointed only about eight years ago[illegible]t in the same building as that in wh[illegible] Magistrate's Court was held, and as the Second Magistrate sat at Mazagon, and subsequently at Girgaum, there was no difficulty in having most, if not all, of the cases against Europeans tried or enquired into, if necessary, by the Senior or Second Magistrate of Police, who were both English gentlemen. Before that appointment, our Police Magistrates were, without exception, Europeans; and it was, therefore, quite unnecessary to apply to this city any law containing provisions similar to those in the above quoted sections of the Code of Criminal Procedure.

We consider the application of the above-mentioned sections to the Police Courts in this city as highly desirable. It appears anomalous that Europeans here should be liable to be tried and sentenced to rigorous imprisonment extending to six months by Police Magistrates who are not Europeans; while in the Mofussil, European offenders are triable only by (to use the words of the Code) "Magistrates of the first class, "who are European British subjects, and Justices of the Peace," and by Session and Assistant Session Judges of the same nationality. There would be little or no difficulty in carrying out this change in the law, so long as two out of our three Police Magistrates are Europeans, and two separate Courts are held, each presided over by a European Magistrate. When this happens not to be the case (as at the present moment) through the temporary absence of one of the European Magistrates on other duties, or on leave, and a native gentleman is appointed to act for him, still arrangements could be made, though not without much inconvenience and delay, to have all cases against Europeans enquired into or tried by the other European Magistrate.

Although that part of the Police Act (XIII of 1860) which provides for the trial, by any Magistrate of *anyone* charged with having committed any of the offences mentioned in the said Act, is not specifically amended by the Bill, yet the maxim *leges posteriores priores contrarias abrogant* would have to be acted upon. If "two inconsistent Acts be passed at different times, "the last is to be obeyed, and if obedience "cannot be observed without derogating "from the first, it is the first which must "give way. . . . Every Act is made either "for the purpose of making a change in the law, "or for the purpose of better declaring the law, "and its operation is not to be impeded by the "mere fact that it is inconsistent with some "previous enactment." (Per Master of the Rolls in the Dean of Ely v. Bliss, 5 Beav. 582.) Hence it would appear that even for the petty offences of common assault, &c., a European British subject could claim to be tried only by a Magistrate of the same nationality as himself.

In concluding this notice, we must add that though we express our pleasure at the proposed change in the law, we are not to be considered as insinuating in the slightest degree any dissatisfaction with the manner in which the present Acting Second and Third Magistrates of Police (Messrs. Dosabhoy Framjee and Nana Morojee) have discharged their responsible and onerous duties. We are glad to say that both of these gentlemen, who were selected from the higher grades of the Uncovenanted Service, have invariably given the highest satisfaction to all who have in any way been engaged in their Courts.

ON Thursday we published a first instalment of an exposure of the errors into which the Bombay *Argus* has fallen in writing on the subject of the proceedings of the Inam Commission. So manifold are those errors that we were then able to deal only with the first of the series of articles published by the *Argus* on the subject, and we now take up his second article. We on Thursday expressed our regret that the *Argus* had not more carefully read the historical record of the Commission lately published, believing that had he done so he would have avoided many of the errors into which he has fallen, but we now are more than ever inclined to believe that his mind has been occupied by foregone conclusions, for his expressions on Saturday last in referring to our former article would seem to show that he is impervious to argument. If success in the discussion of a subject were to depend upon repeating over and over again one's statements, without refuting the arguments of one's adversary, the *Argus* would be almost certain of success in this discussion. Nothing he said on Saturday affected in the slightest degree the arguments which we used on Thursday to show him in what respect he had erred. In referring to our suspicion that it was because he was occupied by foregone conclusions that he took so unfair a view of the valuable Narrative which has just been published, he says, "all "the truth with regard to the subject has been "long ago extracted, and it is surprising that "those foregone conclusions have not made any "impression upon the author of the Narrative." Are we to believe that the complaints of interested parties which were worked up into the "Inam "Commission Unmasked" are to be taken as the truth, and as contrary to the truth the Narrative published by an independent Government officer, with every means at his disposal for giving the facts? Absurd; as the *Argus* says, "No amount "of plausible narrative will alter the facts of the "case," so let the *Argus*, instead of making rambling statements, set itself to refute the *facts* brought forward by Colonel Etheridge. The *Argus* is good enough to say it gives the Government credit for good intentions, but this it would appear cometh only from the lips; what is in the heart crops out when our weekly contemporary says "honesty is no excuse for folly. "* * * The Government manufactured its "own notion of what a good title to an inam "meant, and then acted on it, calling all other "titles surreptitious acquisitions. Property of "any description might evidently be siezed by the "Government on similar grounds." Such a Government as that described by the *Argus* must have been composed, according to our ideas, of those who were more rogues than fools. The ideas of the *Argus* as to what constitutes an honest Government are, we think, rather behind the ordinary conception of public morality. The *Argus* reiterates what it said on the question of adoption, and wishes us to bring forward instances of the sovereign's sanction being required to the bestowal by adoption of rights to property deriving its origin from the State. In support of his opinion he quotes a letter which he has found in the "Inam Com"mission Unmasked," a letter of the Collector of Poona, dated 10th May, 1825, in which that official says—"During the Mahratta rule the "holders of inams could dispose of them by will, "in sale, or in any way they chose," and the writer exclaims triumphantly, "these are the words "of a man who had studied the subject and was in "a position to know all about it." We would ask, is the *Argus* certain that these are the words of a man who had studied the subject? Is he certain that the Collector in question did not write what he had been told by some designing Brahmin, instead of what he knew? As a matter of fact, this Collector was never in a position to know anything at all on the subject, for the records were not under his charge, nor were they at that time sufficiently arranged for citation. The statement of the Collector in this letter is quite at variance with the evidence to be obtained from the Peishwa's records, and besides, why should the *Argus* prefer that statement to the evidence of Mr. Elphinstone, quoted by us on Thursday?

And now to resume our review of the *Argus'* series of articles. In his second article the insincerity of the asseveration of our contemporary that he gives the Government credit for good intentions again becomes evident, for he speaks of the Government of Lord Falkland proceeding to make "the titles to the lands insecure "by an invention of their own," and proceeds to say, "they could conceive no better "way of doing that than by setting at "defiance the rights of property and insulting "the religious feelings of the people." Perhaps the *Argus* will have the goodness to reconsider the meaning of these words and tell us what he really believes, whether men capable of such actions were honest men, fools, or downright rogues. But it was not the Government of Lord Falkland that first "determined to test the "rights of the inamdars to the lands they held." As we have already pointed out, it was Mr. Elphinstone who set the enquiry on foot, and all that the Government of Lord Falkland did was to give it shape and systematically to pursue an enquiry which had hitherto been isolated and desultory. Lord Falkland initiated nothing, but continued the inquiry originated by Mr. Elphinstone. The *Argus* then goes on to repeat the falsity of "more than thirty years "of undisputed possession," which we have already in our previous article satisfactorily disposed of. The *Argus* must have studied the subject to very little purpose if he honestly believes this statement of his to be true. There is nothing more clearly proven than that confirmation of titles did not take place on the introduction of our rule in the sense of barring future enquiry, and all that Mr. Elphinstone wrote and did in connection with this subject was of a nature to dispute the right of the great majority of holders. And what can the *Argus* mean by such expressions as "by the Inam Act of "1852 the Inam Commissioners were empowered "to sieze upon lands and resume them should "their titles prove to be defective?" There was no siezing upon lands, but only an assessment of them, and that was done only in the worst cases. Our contemporary must be aware that scores of holders retained all they possessed though that had been acquired fraudulently, because there was no evidence against them. The *Argus* makes a great deal of "adoption," and labours hard, by iteration of its assertion that it is "the most sacred right that a Hindoo can "possess," to lead its readers to believe that such is the case; but all he can say cannot alter the *fact* that adopted sons were not invariably allowed by the sovereign to succeed to inams, and that in reality the sanction was withheld by the Peishwa more frequently than granted. The *Argus* builds up entire paragraphs on the assumption that the succession of an adopted son to an inam estate was an undoubted right, and says that if this right were admitted the whole fabric of the Inam Commission would collapse; but the fact being contrary to what our contemporary asserts, what we see collapsing instead are the arguments brought forward by the *Argus*.

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

COMMISSION TO ENQUIRE INTO THE ABOLITION OF THE PURCHASE SYSTEM.

MR. DISRAELI AND THE MINISTRY.

LONDON, 6TH OCTOBER.

Justice James, Lord Penzance, and Mr. Ward Hunt have been appointed Royal Commissioners to enquire into the grievances of officers in consequence of the abolition of the purchase system.

H. M. troopship Crocodile left Portsmouth for Bombay to-day.

A telegram from America states that Captain Jack, together with three other Modoc Indians, have been hanged.

The trial of Marshal Bazaine commenced to-day.

The Carlists precipitately evacuated Estella on approach of the Republican troops.

LONDON, 7TH OCTOBER.

A letter from Mr. Disraeli has been published, in which he strongly denounces the conduct of the Ministry while in office. He believes that the country has decided to close its career of plundering and blundering.

PARIS, 7TH OCTOBER.

The Duc de Broglie has made a speech declaring the revival of priestly rule in France to be impossible.

LONDON, 6TH OCTOBER, AFT.

In the Liverpool Cotton Market to-day there have been large sales. Surats firmer.

The London Cotton Market to-day closed strong.

Fair Dhollera, 6d.

In the Manchester Market to-day there has been a better feeling, but not much business.

Bar Silver, 59.

The sum of £90,000 has this day been withdrawn from the Bank of England; destination unknown.

Arrivals,—New Era, Duncairn, Tythonus, and Alpine.

ALEXANDRIA, 6TH OCTOBER.

The following vessels have passed through the Suez Canal:—

Cella, Mesopotamia.

KIDNAPPING has become common at Durbangah. Reports state that little boys are carried off for sacrifices or for the purpose of being made eunuchs.

THE Lord Bishop of Calcutta left Nyee Tal for Bareilly on Wednesday, September 24th, and consecrated a new church at Budaon on Saturday, the 27th, returning to Bareilly the same evening.

THE manufacture of paper from jute is not such a novelty after all. The Commissioner of Dacca says jute is used in the manufacture of paper in the Atteah sub-division in zillah Mymensing.

A CALCUTTA paper says—"In future on every Thursday (being the day before the mail day), until further notice, a grand saloon carriage will be attached at Howrah to the mail train for Bombay."

MOST of the vernacular papers in Bengal speak approvingly of Sir George Campbell's proposal for the appointment of one manager for every co-parcenal estate. Sir George is called the friend of the ryots.

THE thanks of His Excellency the Viceroy and Governor General in Council have been conveyed to Honorary Assistant Commissioner Aghi Jan, Talookdar of Oorangaboo, for the energy and public spirit displayed by him on the occurrence of a dacoity at Phulpur in Oudh.

MR. BROWNING left Lucknow on Saturday last for Nagpore to join his new appointment as Inspector General of Education, Central Provinces. The Junior Secretary to the Chief Commissioner will be in charge of the Department of Public Instruction, Oudh, pending the appointment of a successor to the departing Director.

SMITH, ELDER AND CO.'s *Cotton Circular* for Sept. states—"The accounts from Calcutta are very discouraging. Merchants are disheartened by the poor results of past shipments, and are reluctant to give out further orders at present prices. The recent activity in Liverpool has led, however, to some increase of miscellaneous business, and producers, as a rule, are still fairly in order."

STEEL bars seem to be coming into use in the place of church bells. There is a poetry about bells which will make many look coldly upon the prospect of any substitute for them; but here in India, where there is scarcely a church tower that would not be endangered by a peal being hung in it, we have another reason beside that of economy to reconcile us to the change. A set of four bars weighing together less than a hundred-weight is said to produce a very effective chime.

MR. CLEMENTS MARKHAM'S Report on the Moral and Material Progress of India in 1871-72, which bears the *imprimatur* of the India Office, contains a long and laudatory review of missionary work in India, in which it is remarked that, apart from their special duties as preachers and pastors, they constitute a valuable body of educators, they contribute greatly to the cultivation of the native languages and literature, and all who are resident in rural districts are appealed to for medical help to the sick.

THE *Rast Goftar* informs us that Mr. Morarjee Goculdas intends to educate the infants in the mill under his charge, and that the other shareholders have also assented to the proposal. The intention is unquestionably laudable and worthy of being imitated by the shareholders of the other mills. But we think with the *Rast* that before entering upon such a laudable course Mr. Morarji would confer a substantial benefit upon the poor infants by reducing the 13 hours of hard labour they have to undergo. Before exalting their minds, let their bodies be saved from crippling.

TWO American Baptist missionaries at Rangoon appear (from a recent suit in the Recorder's Court) to have purchased the good-will of a tailor's and outfitter's business for a considerable sum, proposing to carry on the concern through an agent. There is, says the *Indian Church Gazette* a wholesome prejudice in the popular mind against clerical trading, and we would suggest to these reverend gentlemen that they would supply a great desideratum in India, and at the same time give an ecclesiastical flavour to their transactions, by adding an assortment of church hangings, vestments, &c.

ON Thursday last, at 6 P.M., the foundation stone of the new building for the Ajoodhya Brahmo Somaj was laid at Lucknow by Baboo Keshub Chunder Sen in the presence of a large concourse of people, amongst whom where several European ladies and gentlemen. The ceremony, according to a local journal, passed off with great *éclat*. A sermon, in English, on the fundamental principles and essential features of Brahmoism, was delivered by Baboo Keshub Chunder Sen at the Bara-daree, Kaiser-Bagh, in the evening, which was listened to attentively by a very considerable congregation.

A CORRESPONDENT of the *Bangalore Examiner* writes—"From latest accounts received we learn that the coffee crops in the Coorg districts this season is not likely to be above an average, but will to all appearance exceed the yield of the two last seasons. The Mysore crop, although reported [illegible]y in the [illegible]sult to form an a[illegible] out-turn will be. Th[illegible] articles of consumption in [illegible] stationary at present, exhib[illegible] Measles prevail to some exte[illegible] although no cases are reported to [illegible] fatal. Cattle disease has committed [illegible]vages on all the talooks except C[illegible] and Uppinangady, and many a poor farmer has had to rue the loss of his buffalo."

A JAPAN paper records the following notable occurrence:—"A native named Kuro, a resident of Omi, was arrested by the police, caught in the act of committing burglary, imprisoned, finally taken before the judge, and sentenced to strangulation. After the lapse of three days the supposed corpse was given over to his friends for burial, a coffin, or box, having been taken to the Court-house wherein to place the body, but the act of bending the limbs caused a circulation of the blood, and the man that was considered as dead began to show signs of life; the wonder-stricken relatives and friends used their best exertions to restore animation, and at length had the satisfaction of seeing the man return to complete consciousness. The police authorities, however, thinking justice about to be cheated of its victim, re-arrested the man, and took him once more before the judge. The friends of the culprit pleaded that the punishment had already been carried out, the other side argued that it had not been done so effectually, but the judge ruled that the sentence of the Court had already been executed and the man was therefore at once set at liberty."

RESPECTING the recent Moplah outrage at Kollathoor we notice that the following minute has been issued by the magistrate on the spot:—

> "As exaggerated rumours have been circulated regarding the recent outrage at Kollathoor, the magistrate deems it advisable to publish for general information the undermentioned facts.
>
> "The offenders attacked and wounded three Hindoos, of whom one died of his wound.
>
> "The offenders were killed by the troops the same day, except one, who was severely wounded and is in safe custody. The bodies were, according to the Act, burned in the jail, but without any other circumstance of disgrace as has been rumoured.
>
> "The troops at once returned to their quarters, and further necessity has arisen for calling them out.
>
> "No further breach of the peace has since occurred, and the Government officials are carrying on their duties throughout their talooks in the usual manner.
>
> "Full enquiry is being instituted as to the parties implicated and as to the necessity of carrying out the terms of the Act in regard to fining the Amshoms in which the outrage occurred and to which the offenders belonged.
>
> "The well-disposed inhabitants may rest assured that all necessary steps have been taken to guard against a recurrence of the late excesses, and the magistrate hopes that influential persons who read this will take every opportunity of making public the truth and removing erroneous impressions."

ACTIVE measures are being taken to develope the traffic on the Kooloo and Lahoul route to Ladakh. The Deputy Commissioner of Kangra reports officially that the road through Lahoul, from Koksur to Lingti, a distance of 101 miles, has been successfully constructed in the face of many difficulties, such as the inhospitality of the country and the rigour of the climate, which only admits of road-making being carried out during four months in the year. A gentleman who recently visited Lahoul expressed an opinion that the road was one of the best hill roads he had ever seen. Mr. Theodore, the Superintendent, is now engaged in constructing the caves, place of refuge for travellers near the passes. Encouragement has also been given to the extension of cultivation and the establishment of grain depôts at different stages of the Lahoul road. For this purpose "kools," or water-cuts, are being constructed by the Moravian missionaries and Thakoor Harri Chund, to whom tuccavee advances [illegible] made. Active steps are also being taken for carry[illegible] Lingti [illegible] scheme. As a means [illegible]plementing the supply of carriage for the Lahoul routes, attention is being paid to the breeding of mules from the stallion donkey and the strong Spiti and Lahoul pony mares. The thefts and annoyances perpetrated by the Lahoulees have been completely put a stop to by the authorities.

THE Wai Sarvajanik Sabha (says the *Indu Prakash*) has in a general meeting adopted a petition to the Legislative Council against the several measures of this Session, such as the Tolls Bill, the Burial and Burning Grounds Bill, the Salt Bill, the Mofussil Municipalities Bill, which are calculated to increase taxation and annoy the people. By the bye, it is reported that the Karad Sarvajanik Sabha sent in a memorial to the Legislative Council which was refused on the ground of its being not written in English nor accompanied with an English translation. It is said a bye-law of the Council allows of this refusal. We have not seen the bye-law, but if it exists, it should be abrogated, at any rate most certainly not acted upon. Is evey mofussil town and village that has objections to lay before the Council to be gagged if it cannot get a person to draw up their petition in English? Are all the village hereditary patels and kulkarnis over whom is hanging a bill just now in the Legislative Council to be prevented from stating their objections to the bill unless they find English-knowing people to do it? Is it not strange that gentlemen innocent of English are thought fit to sit in the Legislative Council, while petitions written in the vernaculars are rejected on account of their being in vernacular? What is the Oriental Translator and his establishment for if not for translating, and cannot the Council turn the native members to good account by referring vernacular petitions to them and taking their opinion thereon?

THE *Indian Observer* says—"Mr. R. Knight and Sir George Campbell have between them produced a very funny paper about Carolina rice. The experiments hitherto made have been divided into successful, doubtful, and unsuccessful. Among the first class we find those of a gent[illegible] circumstances would not [illegible] wi[illegible] far su[illegible] ble.' [illegible] be chara[illegible] cular absurdity [illegible] responsible; but [illegible] about the 'bad physi[illegible] there were other consi[illegible] metaphysical character. [illegible] recommended, but the be[illegible] it out under three feet [illegible] described in detail. [illegible] record of failures [illegible] blight, wild anim[illegible] dismissed with [illegible] the birds of the [illegible] and the very el[illegible] made against t[illegible] feebly we have [illegible] preference for this [illegible] insects and vermin, over the [illegible] is strong presumptive proof [illegible] worth the attention of man bi[illegible] it will be generally found tha[illegible] not bad judges of the quali[illegible] How the hostility of the ele[illegible] the feebleness of our exper[illegible] once appear. The unholy le[illegible] Mr. Knight should be sternly sup[illegible] future experiments. If liability to the [illegible] of vermin be a point in favour of any partic[illegible] crop, blighted plants should always be selected in preference to all others, blight being—as is well known—the work of a microscopic insect. The size of the vermin can make no difference. Reference, we are told, has been made to the several American Consuls in India for information regarding the price at which Carolina rice sells." We would suggest a further reference to some competent authority regarding the cost of printing seventeen pages of omniscient imbecility."

Digitized with financial assistance from the Government of Maharashtra on 18 June, 2017

BOMBAY.

A Persian School at Surat.—A Persian school has been opened at Surat by a Parsee resident of that place.

Rainfall at Toolsee.—The total rainfall at Toolsee, up to 4th inst., was 96 inches 81 cents at the hill, and 110 inches 86 cents. in the valley.

The Gaekwar of Baroda.—It is reported that H. H. Mulharao intends to appoint an experienced and educated native as his confidential adviser.

Municipality at Pet a .—The village of Petlad belongs to H. H. the Gaekwar, and the annual municipal income of it is estimated at about Rs. 75,000.

Police and Municipal Fines.—During last month nearly Rs. 3,500 were recovered on account of police and municipal fines inflicted by the several magistrates of police.

Baroda Affairs.—It is stated that the Gaekwar has written to Colonel Phayre, the Resident, asking him to appoint some competent natives for the improvement of the State.

The Rustompoora Dispensary at Surat.—During last month 245 patients were treated in the Rustompoora dispensary at Surat. Of the patients, 60 were males, 55 females, and 90 children.

Theft.—Yesterday at the Fort Police Court, before the Senior Magistrate, a man named Mahadoo Jeewa was convicted of stealing ten rupees in cash, belonging to one Balloo Khaunjee, and sentenced to receive twelve stripes.

The Goculdas Tejpal Native General Hospital.—We believe that the Goculdas Tejpal Native General Hospital, which is now in course of erection on the Esplanade, opposite the Crawford Markets, will be opened next year.

The Newly-appointed Assistant Health Officer.—Almost all the vernacular newspapers of Bombay and the mofussil have expressed their satisfaction to the appointment of Mr. Eduljee Rustomjee as Assistant Health Officer to the Bombay Municipality.

Murder of a Parsee at Callian.—The *Bombay Sumachar* learns that about twelve days ago a Parsee resident of Callian threw his nephew and son-in-law into a well on account of some family feud. The man when taken out was quite dead. The murderer is in custody of the police.

The Vehar Lake.—The height of water in the Vehar Lake for the week ending Saturday, 4th October, was 59 feet 9 tenths, the total rainfall up to the same period has been 83 inches 72 cents; in the corresponding week last year it was 51 feet 3 tenths, the rainfall being 65 inches 93 cents.

Assault Cases.—Mr. Dosabhoy Framjee yesterday fined one Narayen Hurree in the sum of Rs. 15, for assaulting a man named Pandoorung Govind.—Before the same magistrate a Mussulman named Hoossain Naikhan was charged with assaulting Rudha, woman. He was convicted and fined Rs. 10.

Assault, &c.—At the Fort Police Court, before the Senior Magistrate, yesterday, one Luxmon Susnajee, a hack buggy driver, was charged with assaulting one Mohideen Shaboodeen and a police sepoy; also with being intoxicated while in charge of a buggy. He was adjudged guilty and fined Rs. 15.

Accident.—On Monday evening while the P. and O. steam ship Behar was leaving the harbour, the assistant cook on board, by name Damiao Mascarenhas, accidentally fell overboard, and swam towards the steam ship Muriel, when a buoy was thrown to him, and when taken on board was in an exhausted state. He was conveyed to the Jamsetjee Hospital.

The Ahmedabad Association.—This Association has forwarded a petition to Government, praying that an order should be issued to the B. B. and C. I. Railway Company for keeping separate carriages for Dheds and other low caste passengers! The Brahmins, we suppose, will also require separate accommodation from that provided for the inferior castes.

The Late Mr. V. J. Sunkersett.—By the express desire of the widow of the late Mr. Venayekrao J. Sunkersett, Mr. Manockjee Cursetjee has undertaken to appoint good and respectable trustees to the estate of the deceased. Mr. Venayekrao was a large landed proprietor in Bombay, and it is believed that he has left an estate worth between twelve and sixteen lacs of rupees, besides valuable joys and jewels.

Australian Horses.—By the mail which arrived yesterday we learn that the following ships had sailed for India with horses:—August 23—Lanarkshire, 1,439 tons, for Calcutta, with 224 horses. September 9—Childers, 899 tons, for Calcutta via Madras, with 140 horses. The British Army, 1289 tons, was loading for Calcutta when the mail left. The Wimmera, 1,000 tons, had been chartered, Melbourne to Calcutta via Swan River and back to Melbourne, for £5,000.

SHIPPING ITEMS.

The s.s. Corinna, 696 tons, Captain T. Dryden, sailed yesterday in ballast for Kurrachee.

The s.s. Sir J. R. Carnac, 95 tons, Captain R. J. McNeill, arrived in harbour yesterday from Coast and Carwar with a general cargo and one hundred deck passengers.

The P. and O. Co.'s s.s. Zambesi, 1,542 tons, Captain G. F. Cates, sailed yesterday for China, &c., with the China Mail and the following passengers:—For Singapore—The Baron of Bruss, Joera, and Ahmedbhoy. For Point de Galle—Mr W. Douglas, Mr. T. Rowe, and Mr. T. Tigan. She carried the following cargo:—1,941 chests opium, 1,103 bales cotton, 49½ cwts galls, 2¼ cwts coffee, 6½ cwts E. teeth, and sundries.

The P. and O. Co.'s s.s. Bangalore, 1,178 tons, Captain J. H. Torback, arrived in harbour yesterday from Australia, calling at Melbourne, King George's Sound and Point de Galle, with H. M.'s Mails and the following passengers:—From Sydney—Mr. Joshua Brady. From Melbourne—Mr. F. W. Hadden, Major H. B. Lane, Mr. Howey, Mr. J. King, Mr. Hughes, Mr. Williamson, Mr. H Boyson, Dr. L. Forbes, Mr. Mathieson, Mr. Gaisford. From King George's Sound—Captain and Mrs. Turner, Mr. B. Brunton. From Point de Galle—Dr. and Mrs. Thompson; one 2nd master, 6 sookhanies, 78 natives, late crew of the P. and O. s. Hydaspes; 1 sookhany and 1 lascar late of the s.s. Hindoostan. The Bangalore experienced very heavy gales on the Australian Coast. After rounding Cape Leemorin fine weather (with moderate trade winds, extending from 19 degs. to 6 degs. S. Lat.) until arrival at Point de Galle. Bombay fresh N. W. winds and squally weather to Mount Dilly, followed by light variable airs and calms remainder of the passage. On October 7th, 6-30 A.M., she passed the ship Castlemaine, twenty miles to southward of Kennery Islands. The, Bangalore brought the following cargo:—3 kegs beef 8 casks and 30 barrels tallow, 2 boxes gold and 1 box specie, 21 ingots tin, 3 cases glue, 13 cases meat, 100 bags flour, 3 cases biscuits, 1 case wine, and 5 bags sand.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER.				OCTOBER.	LOW WATER.			
Time.		Height.			Time.		Height.	
H.	M.	IN.	FT.		H.	M.	IN.	FT.
0	23 m	7	10	Wednesday ... 8	6	23 m	5	11
0	19 a	7	1		6	38 a	9	1
1	6 m	7	7	Thursday 9	7	6 m	5	1
0	56 a	6	3		7	18 a	8	6
1	50 m	6	9	Friday 10	7	47 m	3	10
1	31 a	5	1		7	57 a	7	7
2	39 m	5	8	Saturday 11	8	32 m	2	5
2	8 a	3	8		8	39 a	6	1
3	33 m	4	3	Sunday 12	9	24 m	1	3
2	54 a	2	3		9	25 a	4	7
4	30 m	3	3	Monday.......... 13	10	25 m	0	7
3	47 a	1	1		10	78 a	3	4
5	50 m	2	8	Tuesday.......... 14	11	23 m	0	3
5	15 a	0	7		11	47 a	2	8

Moon—Last Quarter, 13th, 11h. 15m. A.M.

CHARGE OF DEFAMATION.

Mr. Nusserwanjee Dorabjee Apakhtiar, editor and proprietor of the *Parsee Punch* and the *Yazdan Parast* newspapers, yesterday appeared at the Fort Police Court with his solicitor, Dr. Dallas, before Mr. John Connon, Senior Magistrate, and laid an information against Mr. K. N. Kabrajee, editor, and Messrs. Byramjee Furdoonjee and Merwanjee Furdoonjee, proprietors, of the *Rast Goftar* and *Satya Prakash* newspaper, whom he charged with defamation.

Mr. Nusserwanjee Dorabjee said—I reside on the Kalbadevi Road, and am editor and proprietor of two weekly newspapers, the one called the *Yazdan Parast* (Worshipper of God), and the other the *Parsee Punch* and *Apakhtiar*. I know Kaikhusro Nowrojee Kabra, Byramjee Furdoonjee and Merwanjee Furdoonjee, the first is the editor and the latter two are proprietors of a Guzerattee weekly newspaper called the *Rast Goftar* and *Satya Prakash*. The said Kaikhusro Nowrojee Kabra as such editor, and the said Byramjee Furdoonjee and Merwanjee Furdoonjee as such proprietors, have, in the *Rast Goftar* and *Satya Prakash* for 29th December 1872, described the *Yazdan Parast* as a mean and scandalous paper, published under the pretence of propagating moral and religious tenets, &c. They in the *Rast Goftar* for 12th January 1873 have described the *Yazdan Parast* as a paper which, under the pretence of propagating religion, is used as a medium of libel and scandal. They, in the *Rast Goftar* for 29th June 1873, described a certain Gujerathee newspaper as scandalous and immoral, given to base flattery, and exerting by menace so much influence over simple and quiet Banias, Bhattias and Khojas, that they fear and try to please it. I say that the newspaper thus indicated is the said *Parsee Punch*, of which I am editor and proprietor. In the *Rast Goftar* for 29th July 1873 they describe the *Yazdan Parast* as a disgusting dunghill, a fit resting-place for Cooverjee Sorabjee Nazir's letter, which is characterized as dirt; and further say that the *Yazdan Parast* is an indecent public writing. I declare that all the before mentioned statements are false and malicious and published by Kaikhusro Nowrojee Kabra, Byramjee Furdoonjee and Merwanjee Furdoonjee, with intent to lower my moral and intellectual character, and harm my reputation as the editor and proprietor of the said *Yazdan Parast* and *Parsee Punch*. I charge the said Kaikhusroo Nowrojee Kabra, Byramjee Furdoonjee and Merwanjee Furdoonjee, with defamation under section 500 of the Indian Penal Code, and pray that summonses may issue against them and that they may be dealt with according to law.

The Magistrate ordered summonses to issue against the parties as prayed for.

HIGH COURT DECREES.

Yesterday at the High Court, the following short causes were heard before Mr. Justice Green:—

BALCRUSHNA NATHOBA V. GUNGABAEE, WIDOW.

Mr. Ardasir Kapadia, instructed by Mr. J. C. Cama, moved on behalf of the plaintiff that the suit be postponed until the 18th November next, on the ground that the notice of amendment of the plaint had not been served on the defendant. His Lordship granted the application.

SIR CHARLES FORBES AND CO. V. MUNJEE MAHOMED FALLEY AND OTHERS.

Mr. Lang, instructed by Messrs. Rimington, Hore, and Langley, on behalf of the plaintiffs, applied that the case be postponed until the 18th November next, as the notice of adjournment granted six weeks ago had not been [illegible]rned. The case was postponed accordingly.

SAKHARAM [illegible]E V. NOWROJEE DHUNJEEBHOY [illegible]OORLAWALLA.

Mr. B. M. Waglé, instructed by Mr. Janardhun, for the plaintiff, asked for a week's postponement. Mr. Cursetjee Manockjee consented for the defendant; and the case was postponed until the 14th instant.

THE ORIENTAL BANK CORPORATION V. BOMANJEE MERWANJEE.

The Advocate-General, instructed by Messrs. Craigie, Lynch, and Owen, appeared for the plaintiffs. The defendant, in the schedule which he had on the 24th ult. filed in the Insolvent Debtors' Court, admitted that Rs. 80,000 were due by him to the Bank. Plaintiffs brought an action against him to recover Rs 7,000 on account of a redraft with notarial charges; and the amount being admitted, the learned counsel asked for a decree. Defendant, who appeared in person, admitted the debt. The Court gave a decree for plaintiffs for Rs. 7,302, interest, and costs, with stay of execution under section 49 of the Insolvent Act.

KHATAO MUCCOONJEE AND OTHERS [illegible] VULLUBDAS.

Mr. Lynch, instructed by Mess[illegible]ynch, and Owen, appeared for the plaintiff. [illegible] was no appearance for the defendant. The action was brought to recover Rs. 21,529 on an adjusted account with interest at 9 per cent. His Lordship gave a decree for plaintiffs for Rs. 21,529 with interest at 9 per cent. from 1st Nov. 1872 up to date, costs, and further interest at 6 per cent. on the judgment.

AN EMINENT PAINTER.

DORABJEE BYRAM EE DEWECHA V. GEORGE LANDSEER.

Mr. Ferguson, instructed by Messrs. Macfarlane and Skipsey, for the plaintiff, stated that the summons had been sent to the Simla Court, and by that Court [illegible] been served on the defendant, who in June last [illegible] residing at Simla. The action was brought to rec[illegible] Rs. 15,230 due to plaintiff for money paid and [illegible]vanced to defendant upon a bond dated 9[illegible] 1860. The security for the bond was that [illegible]dant assured his life for Rs. 10,000 in the [illegible] Life Assurance Company and deposited the [illegible] of assurance with the plaintiff. He paid three or four premiums on the policy, but did not pay any more; and plaintiff, in order to keep the policy alive, paid premiums from April 1864 to July 1872. The bond was for Rs. 5,000, but the premiums and interest made up the amount now sued for.

His Lordship said plaintiff could not recover more than the penal amount of the bond. There was no authority given by the bond to plaintiff to pay the premiums in the event of defendant ceasing to pay them. Plaintiff could recover only Rs. 10,000.

Mr. Ferguson said the bond was assigned over to plaintiff with the policy of assurance on the 9th October 1864; and if plaintiff had paid no premiums, the policy would have become waste paper.

Issues were then raised as follows:—Whether the claim was barred by the Limitation Act? Whether the plaintiff was entitled to recover the money mentioned in the plaint or any part thereof?

Mr. Ferguson, in stating the case, said plaintiff lent the money at Bombay; and the defendant, who left shortly after, never retured. It appeared from notices in the newspapers that he was travelling in Cashmere and other places, but plaintiff was not able to get his address. In 1867, plaintiff wrote to Mr. Edward Landseer, brother of defendant and nephew of Sir Edwin Landseer, in England, applying for defendant's address. Mr. Thomas Landseer in reply sent his brother's address as "George Landseer, Cashmere." This address was too vague to serve plaintiff's purpose. He wrote to defendant at Murree on the 9th September 1867; and defendant wrote in reply from Cashmere, promising to repay the money in the following year. Since then plaintiff saw from a notice in the newspapers that defendant was at Simla in the end of May last; and a notice of demand and summons was served upon him through the Prothonotary of the Simla Court.

His Lordship asked if Mr. Ferguson could shew any authority for recovering the amount of the premiums paid by plaintiff. The bond mentioned that defendant was to keep alive the policy, but contained no alternative provision.

The case was then adjourned until Saturday next in order to give Mr. Ferguson time to look over the authorities on the point.

The following cases were disposed of by Mr. Justice Marriott:—

JOOTHA JUGJEEWUN V. VUSSONJEE NATHOO AND OTHERS.

Mr. Lang appeared for the plaintiff, and Mr. Starling for the defendants.

Mr. Starling, in moving that the case be transferred into the long-cause list, said the suit was brought by the plaintiff against Vussonjee Nathoo, Janabaee, and Ramjee Hemraj, described as trading together under the name of Nathoo Megjee and Co., and the same defendants in conjunction with Dhurumsey Mooljee, described as trading together under the name of Dhurumsey Currumsey and Co. The subject in dispute was four hoondies drawn by the firm of Dhurumsey Currumsey and presented for payment to the drawee. These hoondies were alleged to have been returned dishonoured, and it was also alleged that the hoondies had not since been paid. Defendants had filed a written statement, in which it was stated that Janabaee was wrongly joined as a party, she having never been a partner in either firm; and further, Vussonjee Nathoo and Ramjee Hemraj denied that they ever traded in partnership with the fourth defendant Dhurumsey, and alleged that they had no connection with the firm of Dhurumsey Currumsey except ordinary trade relations; and also that the hoondies, if dishonoured on first presenting, had since been paid.

Mr. Lang said it could be clearly shewn that the defendants were partners in both firms, and also that Janabaee was rightly joined as a partner. The defence set up was the one always made with a view of gaining time by getting a case transferred into the long-cause list.

His Lordship decided to take the case on Saturday next.

GUNPUTRAO SHAMBAO V WITOBA CRUSHNAJEE AND ANOTHER.

Mr. Maybew appeared for the plaintiff, and Mr. Kasinath Trimbuck Telang for the second defendant. This was a case to recover possession of a house, and involved a question regarding the mortgage. The second defendant being too ill to attend Court, the Judge adjourned the hearing of the suit till the first short-cause day after the vacation, defendants in the meantime to file their written statement.

PESTONJEE FRAMJEE V. ISWARDAS RAMDAS AND OTHERS.

This case on the motion of Mr. K. T. Telang, who appeared for the defendants, and with the consent of Mr. Cursetjee Manockjee, who appeared for the plaintiff, was referred to arbitration.

THE PARELL ACCIDENT FUND.

The following further subscriptions have been received:—

	Rs.
W. G. ...	10
G. H. Bayly ...	50
T. W. Wood (2nd donation) ...	25
Rustomjee Nowrojee ...	15
Mr. and Mrs. Kirkman ...	50
Francis Cole ...	50
J. Russell ...	20
L. McLennan ...	10
W. E. Craddock ...	5
S. Broadfoot ...	20
D. Alves ...	5
Pestonjee Muncherjee ...	10
Nusserwanjee Ardaseer ...	10
J. Brown ...	10
Dajeeba ...	3
Permanent way men of Bassein district, B. B. and C. I. Railway ...	47
Clerks of Stores and Audit Office B. B. and C. I. Railway ...	11-4
B. M. ...	10
N. R. ...	5
Geo. H. ...	10
From Rev. C. Polehampton, being the amount collected in Kirkee Church ...	50
J. Littlewood, ...	5
S. Mansfield, Esq., C. S. ...	25
F. R. S. Wyllie, Esq. ...	10
Colonel J. A. Ballard, ...	10
Henry W. Graham, ...	10
V. F. Bellew, ...	5
J. Masson... ...	5
Samuel Hedgert, ...	5
T. Carpenter, ...	2
J. Page, ...	2
P. Lyons, ...	2
J. H. Irvine, ...	2
T. W. F. ...	2
Sorabjee Pallonjee, ...	3
Baboorow Balcrustna, ...	2
J. Slynn, ...	5
A. F. Gonsalves, ...	1
Moroba Soonderjee, ...	2
Shaik Ahmed, ...	1
L. G. Hynes, ...	5
W. J. B. ...	2
J. Maidment, ...	5
J. Coleman, ...	2
The Hon. E. W. Ravenscroft, C. S. ...	50
L. Ashburner, Esq. ...	50

BOMBAY LEGISLATIVE COUNCIL.

(Continued from yesterday's Bombay Gazette.)

THE STEAM VESSELS SURVEY BILL.

The Council proceeded to the next order of the day—Bill No. 9 of 1873—a Bill to amend Bombay Act No. II. of 1864, providing for the Periodical Survey of Steam Vessels, and to provide for the examination of Engineers of Steam Vessels.—*Third reading.*

The Hon. Colonel Kennedy moved the third reading, but intimated that the Hon. Mr. Gibbs had received some communications from the Government of India in consequence of which it would be advisable to postpone the third reading of the Bill for a short time.

The Hon. Mr. Gibbs—Sir, I had thought that the alterations which we had made in this Bill would be sufficient to justify our proceeding at once with the third reading, but since I have come into the room Mr. Nugent has showed me a letter from the Government of India, in which, while they sanction the principle of the Bill, they notice one section regarding the certificates of engineers which it would be advisable for us to see does not clash with Act XXV. and XXVI. Vic., cap. 23. That Act is not in Poona; therefore I think it would hardly be wise to proceed with the third reading until we see that we do not raise the difficulty the Government of India's point out.

The Hon. the Advocate-General—I agree with the Hon. Mr. Gibbs that it would be very desirable to see the exact provisions of the English Act referred to before we proceed to legislate upon the subject further.

The Council then agreed to postpone the third reading of the Bill.

The Hon. Mr. Gibbs—It is now my duty to bring forward a more serious objection to the Bill in its present shape than the technical difficulty which has been started by the Government of India. Your Excellency will remember that during the discussion on the second reading I, with the view of satisfying myself about the value of the certificates of the Lloyds' Association and the Liverpool Association, asked the Hon. Mr. Bythell, when he proposed his additions to the second and third sections, whether these certificates were as good as those which the Board of Trade issues. I understood the hon. memb[illegible] to reply affirmatively, and I then agreed to th[illegible]erations on the understanding that in the eye[illegible]he mercantile community a cargo vessel possessed [illegible] a Lloyds' or a Liverpool Association certificate was as secure as though it possessed a Board of Trade certificate, and was considered by gentlemen who wished to ship their goods upon it, and those who wished to underwrite it, to require no further survey. Since the hon. member's alterations were agreed to, however, I have received a letter from Captain Morland, one of the Dockyard officers, and I have also had an interview with Mr. Wadia, the Master Builder, and in consequence I have seen reason to doubt the advisability of confirming these alterations. I will put before the Council the facts of one instructive case as given me by the Government surveyors—it is the latest which has occurred; but I am sorry to say that from what I hear, similar cases are not infrequent in Bombay. I think that the case I refer to will show the Council that the certificates granted by the Lloyds' Association and the Liverpool Association are often hardly worth the paper upon which they are written. This Council must bear in mind that one of the objects of the Bill we have now before us is not only to preserve the lives of passengers and the safety of property but also the lives of the crews. In the early part of this year the steamer John Adamson arrived in Bombay from Liverpool. She was a new steamer, and this was her first voyage. After discharging her cargo she came under the operation of the present Act and was surveyed. She received a certificate which as usual was of force for six months. She was laden here and proceeded upon her return voyage to England. When she arrived at Aden a common cargo boat or small dhow ran into her, and the result was that this newly-built vessel——

The Hon. Mr. Narayen—Classed A 1 for twenty-one years.

The Hon. Mr. Gibbs—Classed A 1, as my hon. friend on the right remarks, for twenty-one years, received such a blow from this small vessel, that an important plate in the fore part of her was cracked. She was patched at Aden and went on to England, where she was put into dock. She then received a certificate from the Liverpool Association of Underwriters, upon which she proceeded to sea again with a cargo which was insured. In England the small patch which had been put on at Aden was taken off and a larger one put on. When she arrived in Bombay a dispute arose because the consignees alleged that a large portion of the cargo was damaged. A survey was called for, and she was surveyed as she lay in the harbour. The surveyors found it would be necessary to take her into the dry dock. The surveyors were Mr. Jamsetjee Wadia, Mr. John Dixon, Mr. Thomas Lidbetter, and Mr. Mathews. I will read extracts to you from their certificate, and these will show you the condition in which the John Adamson was found.

* * * "On examining the bow of the vessel, on the outside, the general appearance of the plating rivets, frame rivets, keel rivets, and stem, also several seams and butts, bore evident symptoms of having leaked: this extended only from the collision bulkhead to the stem. We found a large number of rivets to be slack and leaking up to the level of the water remaining in the collision compartment. After further consideration we deemed it advisable that the collision compartment and the fore-water ballast bank should be filled with water in order to show distinctly on the outer plating where the defects and leakage existed." * * * "This was done, and we again proceeded on survey, and on both sides of the bow we found water issuing from the rivets, butts, and landings of the plates, comprised between the collision bulkhead and the stem, and more particularly from the fifth plate above the garboard plate: this leaked almost throughout its entire length, and is single rivetted. We found the single rivetted plating to be generally in defective condition within the above mentioned limits. We found some of the keel rivets slack and leaking." * * * "We next proceeded to examine the inside of the vessel, forward, and applied the steam fire-engine to the patch on the damaged plate on the starboard side of the fore hold and alluded to in our former survey report. We found the water came into the vessel with a rush, streaming in all round the patch and running down on the water ballast tank flooring. The landings of several plates in the collision bulkhead were found to be leaking, as also a number of rivets of the shoe plates to the stringers on both sides, passing through the collision bulkhead from the fore hold and above the fore ballast tank. The water rushed through these leakages in force into the fore hold: in fact it appears to us that the vessel is badly strained in every way, from the collision bulkhead forward.

Now if this Bill as it is now amended had been in force when the John Adamson arrived we would not have been able to examine her.

The Hon. Mr Bythell—I beg your pardon. If a vessel is found to be unseaworthy on her arrival here she is not to be exempted from survey. Therefore I say this Bill would apply to such a case as that of the John Adamson.

The Hon. Mr. Gibbs—The Bill might, if the vessel bore signs of her condition; but the John Adamson had met with only ordinary weather on her voyage out, and as she was provided with certificate from the Liverpool Association nothing could have discovered her state but actual survey. The fact is that a number of vessels are built now-a-days for about £16 a ton which are not fitted to encounter rough weather, and which must be sharply looked after. Here is a vessel coming here with a Liverpool Association certificate granted after repairs which were of the very imperfect nature mentioned in the certificate; and now that you are aware of her condition it is a question for this Council whether they are prepared to exempt from survey all vessels provided with similar certificates. I may mention regarding the John Adamson that I believe that an action is now before the Bombay High Court, in which the owners are sued for about £27,000 for damaged cargo. I understand that although Board of Trade certificates are not absolutely necessary for vessels unless they carry passengers, yet as a matter of fact many cargo vessels are in the habit of carrying Board of Trade certificates; and as far as I can learn there is no reason why every vessel arriving here should not be possessed of a Board of Trade certificate. I am informed that from the competition of insurance companies at home inspections are sometimes made in a skimpy and unsatisfactory manner, and I think that no certificates from private or semi-private insurance companies ought to be accepted on a legislative enactment as sufficient to exempt a vessel from inspection when it arrives in Bombay. I met a friend the other night, who is connected with one of the largest mercantile firms of Bombay, and on my happening to mention that vessels carrying certificates from the Lloyds' Association and the Liverpool Association were to be treated on the same footing as if they were provided with Board of Trade certificates, he remarked that he did not remember any vessel which his firm had to do with not having a Board of Trade certificate. I think, on the whole, that we ought to be very careful before we endorse the Hon. Mr. Bythell's amendments. There is nothing in the Bengal Acts granting the exemptions which he lays claim to, and I would draw the Council's attention to a resolution of the Bengal Government published in the *Bombay Gazette* of Tuesday the 23rd September, in which the Lieut.-Governor points out some important facts relating to steamers leaving Calcutta. One vessel which had been surveyed by one of the insurance companies in Calcutta had proceeded on her voyage but a little way, when it was found she could go no further, and it was only with the utmost difficulty that she got back again to Calcutta. Another vessel which His Honour mentions is one which put back to Calcutta and was found on a more careful survey to be rotten. A third vessel went to sea with a certificate of this description, but she has never been heard of since, though she had many emigrants on board. I think this is a most serious matter, and one regarding which we should be most careful. Notwithstanding, therefore, what the Hon. Mr. Bythell, as representing the Chamber of Commerce, has said in pressing his amendments, I beg to move that this Bill be re-amended, and that the words "or by Lloyds' Association of Underwriters, or by the Liverpool Association of underwriters" be struck out of Sections 1 and 2 of the Bill as printed.

The Hon. Mr. Bythell—My opinion that many steamers do come to Bombay unprovided with Board of Trade certificates is founded upon information given to me by the P. and O. Company, Captain Dixon, who is Lloyds' Surveyor, and other gentlemen possessing an equal amount of experience. As regards the certificates which are granted by the two associations of underwriters I have mentioned, the Hon. Mr. Gibbs seems to be mistaken in imagining that they are granted by rival insurance companies.

The Hon. Mr. Gibbs—I never for one moment imagined that Lloyds' and the Liverpool Association of underwriters were rivals.

The Hon. Mr. Bythell—I certainly understood the hon. member to say that every steamer which went to Lloyds' and could not get a certificate would go to the Liverpool Association, the Bureau Veritas, or some other Association, and would be sure to get a certificate at last, and that therefore such certificates were not of much value. Now the subscribers to Lloyds' Association include almost every person interested in shipping or insuring cargo in the United Kingdom, and vessels classed in Lloyds' are examined in the most rigorous possible manner under rules laid down in the book which that Association publishes annually. No question of rates of premium, or of interested underwriters, or interested insurance companies, can possibly be or is ever taken into account by the Association when making these examinations. In the same way with the Liverpool Association. The underwriters have clubbed together and formed that Association to protect their own interests as a body and to serve their rival. They have rules providing that every vessel must be thoroughly examined before being furnished with one of their certificates. It cannot in fact be said with truth that any question of competition in insurance has anything to do with the granting of certificates by either the Lloyds' or the Liverpool Association. As the regards the statement to the effect that merchants are not guided by the certificates granted by these Associations in shipping their cargoes, the Hon. Mr. Gibbs is entirely mistaken.

The Hon. Mr. Gibbs—I merely said that one merchant in Bombay told me he was not aware that the firm he was connected with had had anything to do with vessels which were not provided with a Board of Trade certificate.

The Hon. Mr. Bythell—I understood the Hon. Mr. Gibbs to say that he had been informed that merchants and underwriters were not mainly guided by these certificates of Lloyds' Association and the Liverpool Association. I can, however, say that almost all shippers look at Lloyds' register or the Liverpool register for the name of a vessel they are thinking of shipping goods upon, and if they find there her certificate is still in force, and that she is high-classed, they ship their goods accordingly without further references. Some of the underwriters in Bombay have, however, a surveyor who sees that the vessel has sustained no damage on her voyage, and grant a certificate to the effect that she is still seaworthy. Lloyds' Association have an agent in Bombay (Captain Dixon) who visits vessels as they arrive here and grants a certificate to them if they are all right, and his certificates are used by many insurers. With regard to the one special case mentioned, the John Adamson, I should say that the fact of a forward plate being cracked by a large dhow running into her bows on is not by any means a proof that the plate was either of bad metal or was too thin. I did not gather either from anything the hon. member said that the plates of the steamer as a whole were either of bad quality or too thin. But even though they were, cases like the John Adamson would be met under this Bill, as it now stands, because we have provided that if vessels on arriving here appear to be unseaworthy they shall be examined. When a vessel is unseaworthy on arrival here the fact soon becomes known among all persons who are connected with the shipping trade, and of course the Government surveyors would know also, so that under the Bill at present I repeat that the John Adamson would certainly have been surveyed and repaired under the Government surveyors' superintendent, for it was well known that she was in a leaky state. If the hon. member would take the trouble to look at the instructions which are laid down in the book of rules published by the Lloyds' Association or the Liverpool Association, he would see that the fact of one vessel coming out here in a defective state, although provided with a certificate from either of these associations, is no reason for concluding that all the certificates of these Associations are less trustworthy than those which are granted by the Board of Trade.

His Excellency the President—I think it must be remembered that we had done all that we were asked to do by the Board of Trade, and we did even more, because we also extended the exemption of vessels from examination to vessels which may be provided with certificates granted by the British Indian or British Colonial Governments. We also did what we were asked to do to the Bill by the North of England Association, which only objected to surveys being enforced upon vessels arriving in Bombay with a Board of Trade certificate. At the second reading of the Bill I pointed these facts out when the Hon. Mr. Bythell's amendments were under consideration, because I was afraid that in an unguarded moment we would be putting the certificates of the Liverpool Association and Lloyds' upon an equal footing with those of the Board of Trade. The Board of Trade, I was aware, had no interest in the matter, nor had the British Indian or Colonial Governments, beyond the preservation of life, and I very seriously doubted the wisdom of extending the privilege of exemption to vessels provided simply with certificates from the two other associations.

The Hon. Mr. Gibbs—The Hon. Mr. Bythell has referred frequently to the value of the certificates granted by the Lloyds' Association, but my hon. friend Mr. Narayen has drawn my attention to a telegram the existence of which probably the Hon. Mr. Bythell was not aware of when he addressed the Council. The telegram is from the Lloyds' Association and is addressed to the Bombay Dockyard authorities, and runs thus—"Steamers are leaving Bombay for Suez dangerously overloaded and otherwise unfit. Cannot steps be taken to prevent this risk of life and property? Please telegraph information. Reply paid." Thus you see that by leaving the Hon. Mr. Bythell's amendments we would be doing exactly what the Lloyds' Association wish us [illegible]o.

The Hon. Mr. Bythell—[illegible] telegram was directed more especially against the [illegible] of ships. Really there is more danger to shi[illegible] lading in Bombay harbour than from any [illegible] steamers clear[illegible]out drawing very much [illegible] ought to do, and I would have no ob[illegible] clause inserted in this Bill providing [illegible].

The Hon. Colonel Ken[illegible] friend Mr. Gibbs has read that telegram from the Lloyds' Association, in which they themselves seem to be calling for help, I am inclined to think it would be very imprudent to adhere to the words the insertion of which the Hon. Mr. Bythell obtained in the Bill at the second reading.

The Hon. Mr. Narayen—Besides, if you adopt them, you will be making an invidious distinction between insurance associations. The Bombay Association might, for instance, lay claim to the exemption here laid down.

The Hon. Mr. Gibbs—That very point was brought to my notice this morning in a communication which I received from a gentleman who is interested in this Bill. He says that if we exempt the certificates of the Lloyds' and Liverpool Associations other associations will cry out and say it is unjust.

The Hon. Mr. Bythell—What other associations?

The Hon. Mr. Gibbs—The Bureau Veritas, for instance, and this Bombay Association.

The Hon. Mr. Bythell—The Bombay Association of Underwriters have no fixed rules of survey and do not profess to grant certificates and publish registers of shipping. The only two associations in England are, I believe, those which I have mentioned; and as to the Bureau Veritas and other foreign associations, there is no need for us legislating for them, because foreign vessels are exempt from the operations of this Bill, and British vessels classed in foreign registers I would not propose to legislate for.

The Hon. Col. Anderson—The Underwriters' Association certificates appear to me to refer only to cargo, whilst the Board of Trade certificates refer to cargo as well as to life. In justice to life, I think we are entitled to ask for the highest kind of certificate that can be got, instead of trusting to the somewhat slipshod certificates of inferior associations. Regarding the remark I have just made about slipshod certificates, the Hon. Mr. Bythell was inclined to attribute the state of the John Adamson solely to the effects of the collision at Aden; but that accident could not, I think, make 500 rivets which were in her so bad that they fell out when struck with a hammer.

The Hon. Mr. Gibbs—We must also remember that after the collision the John Adamson went home and got repaired, after which she received her certificate.

The Hon. Mr. Bythell—I protest, Sir, against what has been said by the Hon. Colonel Anderson. He is not justified in calling Lloyds' and the Liverpool Associations "inferior associations of underwriters."

His Excellency the President—They are both speculative companies.

The Hon. Mr. Bythell—No, Sir, they are not. They are composed of underwriters' and insurance companies desirous of protecting themselves from risks, and of merchants who are interested in obtaining correct knowledge of the character of vessels before shipping in them. The members of the associations pay an annual subscription, and in return each get a book with the character of every ship in the Associations written in. The books also contain the rules under which vessels are examined. These Associations do not look after the interests of any particular insurers, but form a register that may be and is confidently trusted by all interests. The annual subscriptions and the heavy survey fees charged to the ships go towards keeping a most efficient staff of inspectors. Vessels go voluntarily to very great expense and pay heavy fees in order to have the advantage of having their character thus certified.

The Hon. the Advocate-General—I believe, Sir, that the surveys made by the Lloyds' Association are as careful as those which are made by the Board of Trade, and perhaps those which are made by the Liverpool Association are equally careful. But the difficulty which occurs to my mind is the expediency of making the certificates of these two private bodies binding upon this Government. They may be useful documents and to a certain extent a guarantee of safety, but supposing any other respectable associations come forward and claim exemption for their certificates, are we to exempt them? I think that it would be much the safer and more satisfactory course to adhere to the certificates granted by the Governments mentioned in these sections and the Board of Trade, and to omit those granted by Lloyds' and the Liverpool Association.

The Hon. Mr. Gibbs—There is also another point which I would mention. I believe that when a vessel at home is built, examined for the first time, and classed, the inquiry is very careful and minute, but re-examinations are not always made with the same attention as the examination in the first instance.

The Hon. Mr. Bythell—The hon'ble member is quite mistaken in his supposition. There are certain examination rules to be followed which are laid down by the Lloyds' and Liverpool Associations, and than these rules nothing, I think, could be more stringent. The fact that the John Adamson may have escaped detection does not prove that all the certificates granted by these associations are worthless, because it can easily be proved that vessels with a Board of Trade certificate have often been found to be in a very unsatisfactory condition. Not very long ago a P. and O. steamer was reported in the public prints to have sprung a serious leak in some unaccountable manner, but the hon. member would not, I presume, argue from that fact that the P. and O. Company habitually worked unseaworthy vessels.

The Hon. Mr. Gibbs—It is a curious fact that the two cases I have gone into—that of the Neera and the John Adamson—showed the necessity for re-survey in Bombay.

The Hon. Mr. Bythell—I may state that the firm I am connected with have shipped produce largely for some years past, that we have trusted entirely to certificates granted either by the Lloyds' Association or the Liverpool Association, and that we have not lost a single pound of produce since 1866.

His Excellency the President suggested that it would be better to take the vote. His own opinion was in favour of striking out the words introduced by the Hon. Mr. Bythell at the second reading.

The Hon. Mr. Gibbs then moved the omission of the words "Lloyds' Association of Underwriters or Liverpool Association of Underwriters" in sections IV., V., and XV.

The motion was carried. The following hon. members voted for the motion:—The Hon. J. Gibbs, the Hon. A. Rogers, the Hon the Advocate-General, the Hon. Munguldas Nathoobhoy, the Hon. Col. M. K. Kennedy, the Hon. Sir Jamsetjee Jejeebhoy, the Hon. Narayen Wassodewjee, the Hon. Ganputrao Tatya Sahib, and the Hon. Col. W. C. Anderson, 9. Against the Hon. J. K. Bythell.

The Hon. Mr. Bythell objected to the scale of fees appended to the Bill, and proposed that the scale of fees levied under Act II. of 1864 be substituted. The new scale made fees a good deal higher than they were formerly, and this he considered inadvisable.

The Hon. Col. Kennedy mentioned that the Hon. Sir Jamsetjee Jejeebhoy had just stated his opinion to be that the fees were too low.

The Hon. Mr. Narayen—Under this Bill the surveyors will have a very great deal of gratis work to do, and I approve of this schedule as it stands in the Bill.

The Hon. Mr. Bythell—The hon. member's argument amounts to this, that steamers which ought not to be surveyed must pay for those which ought.

The Hon. Mr. Narayen—I beg your pardon. The intention of Government is to make this Act self-supporting.

The Hon. Mr. Bythell—Whatever the intention may be, it is scarcely fair to the vessels exempted to advance such an argument. Then great complaint was being made to pay useless and unjust fees.

The Hon. Mr. Narayen—The scale charged in Calcutta is much higher, and vessels there lie across the pier, whereas in Bombay the surveyors must incur the expenses of boats.

The Hon. Colonel Anderson was of opinion that as the Act must be self-supporting every vessel with a Board of Trade certificate should be called upon to pay some small sum.

The Hon. Mr. Gibbs said that he was told the other day that a captain of a steamer which arrived in Bombay had had to pay, together with port dues, a sum of Rs. 340; and he went on to Calcutta where he was charged Rs. 2,500; and to Moulmein, where he paid Rs. 1,240. This showed, at all events, that Bombay harbour charges were comparatively light.

The Hon. Mr. Bythell said the hon. member's statement could hardly be accepted, because it was notorious that Calcutta and Moulmein were about the most expensive ports in the East in consequence of the extensive dredging operations which were carried on in their vicinity, the difficulty of navigation and long pilotage. In Bombay, however, literally nothing had been spent to improve the entrance to the harbour or the anchorage.

The Hon. Mr. Gibbs—With regard to section XVII. as printed, which states that it shall be competent to the Governor in Council to exempt from the operation of this Act steam tugs, steam barges, and steam launches, I wish to bring to the notice of the Council some facts which were sent to me to-day. It appears that the steam launches which now run about the harbour are about six or seven years old, and the state in which not only their hulls but their engines and boilers are at present requires that there should be some examination of them. They are as a rule badly looked after and owned by persons who work them as much as possible. It is therefore suggested by some of the officers connected with the Government survey that these vessels should be surveyed. Captain Henry, of the P. and O. Co., wishes the steam launches and barges of that Company to be exempted from this Act, and I think his wishes may be agreed to, since the P. and O. and some other large companies see the wisdom of keeping their launches and gigs in the best possible condition; but we cannot look upon these native-owned small steam craft in the same light, some of which appear to be really in a dangerous state.

The Hon. Mr. Bythell said that if these vessels were to be examined a reduction in the scale of fees must be made so far as they were concerned, because the survey charges would amount as a rule to one per cent. upon their total value.

His Excellency the President thought that the power ought to be given to Government to exempt partially or wholly from the operation of the Act steam tugs, steam barges, or steam launches. If this were agreed to examinations would not be very frequent, and therefore there would be no necessity for reducing the survey fees regarding these small vessels. He moved that in line three of section seventeen "either wholly or partially" should be inserted between "exempt" and "from;" that "any" should be inserted after "Act" in line four; and that "and" in the fifth line should be altered to "or."

The amendments were agreed to, and the section was made section four of the Bill.

No alterations were made upon the schedule as printed in the Bill.

The third reading and passing of the Bill were then postponed in order that the Hon. Mr. Gibbs might make the references referred to by the Government of India.

(To be continued.)

IRRIGATION IN INDIA.

(Continued from yesterday's "Bombay Gazette.")

The principal canals from the Chenab are the *Minchinwah*, *Barnswah*, and *Sadikwah*, large channels 100 feet to 200 feet wide, irrigating a vast area by an endless network of branches. Below the junction of the Sutlej and Chenab, and parallel to the latter river, there is a great dry channel winding down the remaining length of the Bhawalpore State, called *Hurriari* or "the fertiliser." All the branches from the Chenab system of canals are tailed into the Hurriari, but their volume is inadequate to afford a useful supply to that great channel. In 1871, however, a spill from the Chenab into the Hurriari, at high flood, was carefully utilised, and it is now proposed to make a permanent cut along the line which the spill took, and so give water to the Hurriari. From the Indus there are nine canals, seven of them old native works, and two constructed by the English. The Indus alone, of these rivers, pours its flood over the face of the country in July and August, the waters uniting to run into the eastern Narra, a great channel belonging to the Sind system.

The system of yearly clearances has been placed on a thoroughly sound basis in Bhawalpore. The exact quantity due from each farmer is accurately calculated on correct principles, and he is then made responsible for the clearance along the extent of the canal which rightfully falls to his share. All this useful work has been done within the last four years; and the English Political Agency has thus raised a revenue which they found at 12 lakhs paid in grain, to 19 lakhs (or 190,000*l*.) paid in cash. This is a measure of the blessings conferred upon the country by Major Minchin and his coadjutors.

The important system of inundation canals from the Punjab rivers, upon which the very existence of the inhabitants of a vast area in the rainless region depends, was administered by the people themselves, under Government supervision. The whole of this class of canal within British territory has now been placed under the regular management of the Irrigation Department. Until recently there was no direct canal income, the returns appearing in land revenue.

The region for State canals presented far greater difficulties. This region, in the Punjab, comprises the Baree Doab between the Bias and Ravee rivers, the Rechna Doab between the Ravee and Chenab, the Chuch Doab between the Chenab and Jelum, and the Sind Sagor Doab between the Jelum and the Indus.

The Baree Doab was considered the most important, as containing Umritsur, and being the cradle of the Sikh nation; and a great canal was projected for its irrigation immediately after the annexation of the Punjab. One small permanent canal already existed in the Baree Doab. It was called the Huslee Canal, and was constructed in about 1633, by order of Shah Jehan, not for irrigation, but to supply fountains at the royal gardens of Lahore. When the Sikhs acquired the sovereignty, they led a branch to Umritsur, to supply the sacred tank. The canal followed the natural line of drainage by a tortuous course of 110 miles, and passed through low land which least required irrigation.

The great English project was to bring a central canal down the high land of the Baree Doab for 247 miles, receiving its water from the Ravee, where that river debouches from the lowest of the Himalayan ranges, at Madhopore. Here there is a deep cutting through the high bank of the Ravee. The canal then crosses two mountain torrents, and gains the table-land, striking into its wild wastes, to vivify and regenerate the ruined cities and villages, and rejoin the Ravee, 56 miles above Mooltan. At the thirtieth mile a branch diverges, to fertilise the most arid part of the Doab, and reaches the ancient city of Kassur (84 miles), and from this branch a smaller channel is diverted eastward to near the Sutlej, opposite Sobraon (61 miles). At the fifty-fifth mile another branch is taken off, to spread fertility down to Lahore (74 miles). The original plan was that the canal should be navigable throughout, the slope being counteracted near the head by boulder rapids, and afterwards by masonry falls. The total length, including branches, was to have been 466 miles. The main channel, at its head, was to be 120 feet broad, and 5½ feet deep. The total cost was originally estimated at 530,000*l*., and the work was entrusted to the late Colonel Dyas, with Lieutenant Crofton as his assistant. They commenced work on the first 30 miles in 1850.

In 1856, it was found that the cost of the canal would not be under £1,350,000; and efforts were concentrated on the completion of the main line, down to where the Lahore branch breaks off. Water was first admitted into the Baree Doab Canal on the 11th of April 1859, and it soon became evident that the declivity of the bed, in the upper parts, was too great, the consequence being extensive channeling out in the sandy tracts, and deep holes below the falls. It was also found that the discharge from the Ravee had been overrated, and that the permanent supply was less than the works were designed to carry. It became evident that to utilise the channels a supply must be drawn from other sources. The minimum supply of water from the Ravee had, in 1848, been calculated by Sir Robert Napier at 2,753 cubic feet per second. It turned out to be only 1,414, and the maximum 2,529. The sources from which the full quantity can be obtained are the river Bias, or the Ravee further down. Estimates for remodelling the canal were ordered to be framed in 1868.

The re-modelling was commenced, and in 1870 it was resolved to complete the Kassur and Sobraon branches, but without navigation. The total cost of the project had, by that time, risen to 1,260,250*l*., and when completed, with the branches, to 2,000,000*l*. Important mechanical workshops were established at the head works at Madhopore, and in 1867 the formation of a water course was sanctioned, to supply motive power for the machinery.

During 1871-72, the re-modelling of the central line, and the excavation of the branches, made good progress. The aggregate length of the main canal is now 212 miles, with 692 miles of *rajbuhas*, or distributing channels. The net receipts for water were 39,606*l*, or 3 per cent. on the outlay; but there is also an indirect income estimated at 26,142*l*. An important question arose with regard to the rates to be charged for water. Originally these rates were uniform for all crops, being Rs. 2-6-8 per acre for water given in flow, and Rs. 1-3-4 for water lifted. After much consideration, it was resolved that the rates should vary for different crops, and be divided into four classes; the scale being for sugar-cane, 6 rupees; for rice and gardens, Rs. 4-12; for wheat, barley, cotton, and indigo, Rs. 2-8; and for other cereals and pulses, Rs. 1-8 per acre. In 1870 there were 279,210, and there may now be 300,000 acres receiving water from the canal; and it is estimated that the value of the crops is eleven times the price charged for water.

Irrigation has not yet been provided for the other Punjab Doabs. In 1862, Mr. Bourne, the managing director of the Oriental Steam Company, proposed a scheme for a joint stock company to construct a canal from the Chenab, and his plan was warmly supported by the Lieutenant-Governor; but in 1864, the Supreme Government informed Mr. Bourne that they were not prepared to give him any definite encouragement. Colonel Crofton, however, pointed out places whence a permanent supply of water could be obtained from the Chenab. In 1860, Mr Purdon had a project for a canal down the Sind Sagar Doab, from near Maree on the Indus, to the same river about 70 miles above Mithankot, a distance of 220 miles. The reason for the cessation of necessary investigations with reference to these projects, which were commenced in 1864, is stated to be the difficulty of obtaining qualified engineers for the service. A rough reconnaissance was, however, made of the river Chenab last year, near Chiniot, in the Jhang district, with the view of ascertaining the feasibility of drawing off water there, for the irrigation of the lower part of the Rechna Doab. As a ridge of rocks here crosses the river, it is thought that a channel might be taken off at small cost, yielding a perennial supply of water. There are 7,000,000 of acres in the unirrigated Doabs waiting for water, and to swell the revenues of the State; while, in the district of Gurgaira, lying in an unfortunate position in the Baree Doab, below the point to which the English canal reaches, and barely within reach of the inundation canals, only 66,000 acres are watered out of 500,000. Certainly much remains to be done.

One great work has, however, been recently commenced in connection with Punjab rivers. The Sutlej or Sirhind canal project was submitted by Colonel Crofton in 1862. At the point where the water parting separates the Jumna from the Sutlej, there is an interval where the classic Saraswati once watered the land of Kuru, on its way to the Indus, but where now the streams have ceased to be perennial, while the desert fast encroaches on the once rich kingdom of Thanesar.

In 1840 Sir William Baker ran a line of levels across this region, from Kurnool to Loodiana, finding the greatest elevation above the Jumna and Sutlej to be 68 feet, and he afterwards carefully examined the courses of its river beds. In 1841 the same officer reported that the introduction of a stream from the Sutlej into an immense cultivable tract, now desert, was physically practicable. The immediate commencement of this work could not be authorised, but Mr. Thomason, then Lieutenant-Governor of the North-Western Provinces, declared that Captain (now Sir William) Baker had been the successful pioneer in this little known tract, and that he had suggested plans which should not be lost sight of, and which hereafter might mature into works of great national value. Twenty years afterwards Colonels Dyas and Crofton again brought the project to notice. The water parting between the Jumna and the Sutlej runs close to the former valley, and all streams between those two rivers derive their waters from the snows of the Himalayas. They are all, therefore, devoid of a perennial supply, hence the necessity for drawing one from the Sutlej. The site for the head works was fixed by Colonel Crofton, on an eastern branch of the Sutlej, just below the mouth of the Lohind Torrent, the main stream being diverted into the eastern branch by a bund at Thannah Ghat. There will be great difficulties in taking the canal across the Sursa Torrent, which will be overcome by a dam with sluices for the passage of floods, and piers sufficiently high to retain the canal supply. The canal, with its branches, will then be taken into a hitherto neglected tract, where it will water 783,000 acres, of which more than half are in the native states of Puttiala, Jheend, and Nubha. The total length of channels was to be 551 miles, of which 100 was for navigation only, and the project included a navigable communication, 205 miles long, from the Sutlej at Ferozepore to the Western Jumna Canal above Kurnool. The estimates were completed and submitted for the orders of Government in February 1872, the total cost being calculated at 2,980,127*l*., of which sum 1,[illegible] were to be paid by the three native States whose territory will be irrigated from the canal, the British Government having agreed to divide the available water supply of the Sutlej rateably among the irrigable lands within reach of the canal, irrespective of the states within which they were situated, a proportional share of the cost being borne by each State. The first 37 miles have already been commenced; materials have been collected and prepared for masonry works, and upwards of 332,000,000 cubic feet of excavation were executed in the main and diversion canals, during the year 1871-72.

After the rivers of the Punjab unite at Mithankot the Indus flows for 450 miles to the sea, through the arid rainless country of Sind. Here irrigation is absolutely essential to cultivation. What the monsoons are to other parts of India, the inundation of the Indus, and the canals which distribute its waters, are to Sind. This country is an alluvial plain, almost every portion of which has been swept by the Indus or its branches, at some time or other.

Traces of ancient channels are to be met with in almost every direction. The land is highest at the river banks, and slopes away from them on either side. The reason of this is that the river brings down greater quantity of silt than its stream, moderated in velocity on the nearly level plain, can carry forward. The silt is deposited, and the result is that the bed and banks of the Indus are continually rising. The process is sure, but very slow. Dr. Lord calculated that the Indus annually brings down silt sufficient to form an island 42 miles long by 27, and 40 feet high. When the bed attains a certain height the water falls over, and the river, at intervals of several centuries, changes its course. It has slowly worked its way from east to west. In 710 A.D., the invading Moslems found a Hindu dynasty at Alor, and the ruin of Alor was caused by the Indus moving to the west. Then the seat of Government was moved to the City of Brahmanabad, the ruins of which are now 45 miles from the river.

It is this movement which causes one of the difficulties in Sind irrigation. The river is continually carrying away the banks in one direction, and forming new land in another. This process never ceases; and the falling masses of earth make a noise in the distance, resembling volleys of musketry. From Sukkur to the sea the distance is 300 miles, and the banks are permanent only at three places, Sukkur, Jharrak, and Kotree. At Sukkur the river rushes through a narrow gorge in the limestone hills, forming a perfect rapid during the inundation, with a descent of above four feet. At Jharrak the river is not contracted, but there is rock on either side. At Kotree hills appoach on both sides, and the clay soil is deep and tenacious. The rise of the Indus commences in May, and subsides at the end of August.

The canals are excavations carried away from the river in an oblique direction, so as to secure as great a fall as possible. They vary from 10 to 100 feet in width, and from 4 to 10 feet in depth. None, in former times, had their heads at the three places where the river bed is permanent, and none are deep enough to draw off water from the river, except during inundations. They resemble natural watercourses more than canals. From the position of the canal heads they are liable to two evils; either the river encroaches and tears away the banks, or it recedes and forms a great sandbank across the head.

The canals cut through the high margin of the river banks, and conduct the water to lower levels, down an inclined plane, where, under favourable circumstances, it flows out on the surface. Thus the cultivation may be divided into three classes: first, the land which can only be irrigated by using Persian wheels to raise the water; secondly, land irrigated by machinery when the canal is low, but over which the water will flow naturally when the canal rises; thirdly, land watered altogether without the aid of machinery. Some of the largest canals were at first natural channels, others were dug by various rulers of Sind. They are rude and simple expedients which attain their object, though less perfectly and at greater cost than if they had been constructed on sound principles. The care of the canals consists in clearing out the silt deposited by the inundations, or washed away from the sides. This was done by statute or forced labour.

Captain (now Sir William) Baker was appointed to the superintendence of canals and forests in Sind, in 1843, and he surveyed the canals and made several valuable reports, especially on the Eastern Narra Canal, on the left bank of the Indus.

In 1844 he made over charge to Captain (now General) Walter Scott, who was the first engineer to take charge of the canal clearances; but in 1849 the Canal Department was abolished, and the Collectors were left without assistance; the records were locked up, and much previous labour was wasted. The canals deteriorated, becoming less wide and less deep. Canal mismanagement culminated in 1853. In 1851 Captain Bible Turner reported on their condition, and in 1856 a separate officer was appointed as Superintendent of Canals. Since that time Colonel Fife has been the most prominent irrigation officer. In 1860 the Canal Depertment in Sind was again abolished, and in 1870 it was once more reorganised under Colonel Merriman.

Sind Canals may be divided into three classes: first, those of great extent and importance, running 70 or 80 miles; second, those of smaller extent, and branches; third, the distribution channels.

On the western bank, commencing from the north of Sind near Sukkur, the chief canals are the Sind, Ghar or Larkha Bigari, and Western Narra. All but the Bigari are probably, judging from their tortuous courses, natural channels kept open artificially.

The Sind canal opens from the main stream of the Indus, on the right bank, 21 miles below Sukkur. Its total length is 66½ miles, and its tail it divides into three branches, the Mutti, Kado, and Mihshuda, the former connecting the Sind with the Larkhana canal. The course of the Sind is very tortuous, and the fall deficient.

The Ghar or Larkhana leaves the Indus 23 miles below Sukkhur, and has three heads or channels of supply. It is very tortuous, and the fall is thus much reduced. Several smaller canals branch from it, until it divides into two branches, the Nur-wah and Nowrang, and loses its name. The Nowrang again divides into two, the Andra-wah and Muldussi, and these are again divided into several smaller, channels.

The Western Nara leaves the Indus 27 miles below Sukkur, and at 49 miles from the head it is 200 to 300 feet wide. This canal is less winding than the Ghar, and the fall is consequently greater. The country is well cultivated on either side of it, and the villages are numerous. It returns to the Indus at Sehwan.

The improvement of these canals, especially of the Ghar, was commenced in 1856 under Captain Ford. A channel of supply was cut from the Western Nara to the Ghar called the Ford-wah, which augmented its supply and raised its level. The head of the Ghar was also improved. The Ford-wah is considered to have been one of the most successful works in Sind. It raised the level of the Ghar three feet, and increased its volume enormously, thus converting a large area from wheel to natural flow irrigation. The lower part of the Western Nara was of course somewhat injured, but not in proportion to the gain of the area dependent on the Ghar.

The Bigari canal, also on the right bank of the Indus, is the most interesting in Sind.

In 1844 it was described by Lieutenant Maclagan as having a total length of 48 miles, with a fall of 35 feet. The head was on a side channel, at a distance of nearly seven miles from the Indus. For the first 21 miles it passed through a country covered with jungle, but presenting frequent traces of former cultivation. It then entered a district where much water was taken by means of Persian wheels, and towards the end of the 48th mile it became a mere ditch. In 1851, General Jacob, Political Superintendent of the Upper Sind Frontier, represented to the Commissioner (Sir Bartle Frere), the great advantage of enlarging the Bigari. It was then becoming yearly smaller, from the defective system of clearing. At the head it was 24 feet wide, with a depth of nine feet. It was proposed to enlarge to 40 feet, with a depth of 11, and to slope the banks to a proper gradient. The Narwah was the chief offshoot of the Bigari, and had been carried far into the desert north of Khangarh. General Jacob, in 1852, proposed that the Nurwah should also be cleared and enlarged. He entrusted the work to a native contractor, who had to remove enormous heaps of earth, 25 to 30 feet high on the banks, to cut away jungle, and to clear dams out of the bed. The contractor did his work well, though only a common Sindhi Maistry, and completed it in 1854. The capacity of the Bigari was about doubled by the new excavations, and much wheel irrigation was converted into natural flow with a saving, each season, of 130 rupees for every wheel. Villages sprung up along the Nurwah, where a few years before people scarcely ventured to take their flocks, from fear of Belooch plunderers. Jacobabad was founded in the midst of a barren treeless waste. The water of the Bigari canal was brought to Jacobabad, and the tail was extended thence to the Kelat boundary near Kenggari (Khyra Ghuri). Now the former desert is a dense forest of babul and other trees, upwards of 60 feet high, sheltering the houses and gardens of the inhabitants. Within a few miles there is the desert again which skirts the Beloochistan hills, a level plain of splendid, fertile, alluvial soil, but bare, naked, and barren like a threshing floor, without shrub, herb, or grass, except in the vicinity of canals. There the desert is converted into a garden, woods took the place of sand, and the Bigari canal revenue, which amounted to 4,796*l*. in 1853, was 13,594*l*. in 1857, and 17,339 *l*. in 1862. The improvements of General Jacob only cost 16,200*l*. In 1860 it was resolved to increase the width of the first 40 miles; and in 1867-68 this important canal was again enlarged and improved.

(To be continued.)

Digitized with financial assistance from the Government of Maharashtra on 18 June, 2017

AFGHANISTAN.

CABUL, 11TH SEPTEMBER.

THE accounts of the province of Candahar for the period during which Futteh Khan has been its Governor are being taken. The taking of accounts of this province for the time Sirdar Shere Ali Khan was its Governor has also been commenced, and it remains to be seen whether, as he alleges, no money is due by him or whether, according to the statement of Futteh Khan, any balance stands against him.

After the settlement of Candahar accounts, the accounts of the Jellalabad territory will be taken. On the 9th September 1873 the Ameer went to the house of Mustowfee Hubeeb-oollah Khan to make arrangements for the allowances of the Mahomedzai Barukzai Sirdars and the Irregular Cavalry troops. It is not made known what reductions have been made in these allowances.

Naib Mahomed Alum Khan, Governor of Turkestan, wrote to the Ameer that if the Toorkee Infantry regiment, which was sent last from Turkestan to Cabul, be sent back to Turkestan, he will send another regiment to Cabul in exchange. His Highness wrote to the Naib that the Toorkee Regiment has been ordered to return to Turkestan, and that he need not send any regiment to Cabul.

THE YARKAND EMBASSY.

(*Special Correspondent of the "Indian Public Opinion."*)

The Yarkand Embassy set out from Srinuggur on the 3rd September, and after a prosperous and comfortable journey arrived at Leh on the 20th. The weather was generally favourable, though the Camp was delayed a day at Suurla owing to rain. The halt was acceptable for our cattle, and at the same time afforded us an opportunity of witnessing a succession of stone avalanches as they thundered down the slope of an opposite hill and dashed into the river below with the report of many cannons. It was an interesting sight and an instructive one as indicating one, if not the principal, mode of natural disintegration of the slates and schists composing the great mass of the rocks in this wilderness of rugged mountains, and as warning the unwary of a danger, that besets the traveller in this generally rainless region, where the elements combine to shower down their scant and infrequent moisture.

The road throughout from Srinuggur to Leh is in excellent order for mule traffic. It has recently been repaired and its many difficulties have been smoothed away by the officials of the Maharaja. To judge from the care bestowed and the presence of coolies to render assistance at all difficult turnings and dangerous passes, their orders on his point have been stringent and are being most effectually carried out. But it is not for the improvements in the road alone, that our acknowledgments are due to the Maharaja of Cashmeer.

His Highness has verified the expressions of solicitude for our welfare which he made at his summer capital, by acts the most substantial, and in consequence the two camps composing the Embassy have thus far progressed towards the frontier of his dominions with every comfort and convenience in respect of supplies, carriage and attendance.

The advance party under command of Captain Biddulph, consisting of Captain Trotter, R.E., and Dr. Stoliczka and thirty followers marched hence on the 12th September by the Chang Chenmo route, and are expected to reach Shahidulla about the 20th October. News of their satisfactory progress has been received from Changla the fifth stage out. Dr. Stoliczka has made some valuable observations regarding the geological formation of the country, and has, moreover, made an extensive collection of specimens both ornithological and entomological. The head quarter's camp under command of Mr. Forsyth, C.B., leaves this on the 29th September by the Karakoram route to meet the other party at the frontier fort of Shahidulla.

The Embassy has received information to the effect, that the same day the Atalik Ghazee received Mr. Forsyth's letter from the hands of his messenger, Ibrahim Khan, he sent off an officer of high rank to accompany the Governor of Sanju to Shahidulla, there to await our arrival and make the necessary arrangements for the honourable and distinguished reception of the Embassy. From the details supplied of the arrangements already made at Shahidulla by the Yarkund officials, it appears that some three hundred horse-loads of supplies and fruits, &c., are now collected there for our party. A post has also been established between the frontier fort and Yarkund in order to keep the Atalik Ghazi informed of our progress, and to give him the earliest intimation of our arrival on his frontier.

So all ahead looks as favourable as we could desire. The only obstacles to be now encountered are those offered by the country and climate. The recent rain has covered the mountains, or rather their higher ranges, with snow. This will add to the difficulties of the more elevated passes, which range in altitude from 17,000 to 19,000 feet above the sea. Some loss and suffering amongst our cattle and followers is to be expected from cold and accidents, on these high elevations, at so advanced a period of the season. But all the precautions that our experience and judgment dictate are now, during our stay here, exercised to reduce possible mishaps to a minimum, and if good heart and energy are of any avail we shall overcome the difficulties of the road before us in good form, as I shall hope to inform you hereafter.

Leh, 21st September.

CRUISE OF H. M. S. BASILISK ON THE COAST OF NEW GUINEA.

THE *Rockhampton Bulletin* gives the following account of the cruise of H. M. S. Basilisk on the eastern coast of New Guinea and the islands adjacent.

"H. M. S. Basilisk has just returned from a very interesting cruise, having made important surveys on the extreme south-east coast of New Guinea—a locality never before visited by civilised men.

"The first cruise of the Basilisk extended from Youlle Island to Hood Point, a distance of 140 miles. The whole of the natives on this line of coast were found to be a light copper-coloured race, and of a most friendly and hospitable disposition. A very fine harbour, surrounded by an undulating and beautiful country, was found about 40 miles east of Redscar Bay, and was named Port Moresby. The Basilisk remained in this harbour several days, whilst her boats surveyed and examined the surrounding coast. The country in the neighbourhood appeared to be a most eligible site for any settlement, and far superior to the country round Redscar Bay, which is one vast extent of swampy and malarious ground.

"The Basilisk's officers and men were in the habit of moving about amongst the natives on shore with perfect confidence and mutual good feeling on both sides.

"The hills are stony and of poor soil, but fairly grassed, and timbered with scattered gum trees; but the valleys and plains are very rich and fertile. The natives cultivate extensively.

"The second cruise of the Basilisk was on the extreme eastern shore of New Guinea, which all the charts represent as ending in the form of a wedge, with a continuous chain of high mountains to the extreme south-east cape. The surveys of Captain Moresby and Navigating Lieutenant Morivilyan have proved that the eastern termination of the New Guinea is in the form of a broad fork, and that the range had been rent asunder by violent convulsions of nature; and that the south-east arm of New Guinea ends in three lofty and considerable islands separated from each other by deep channels.

"An extensive bay, 30 miles in length, and from 10 to 15 miles in breadth, separates the south-eastern fork of New Guinea from the north-eastern fork, which is a narrow mountain peninsula terminating in East Cape.

"The Basilisk, being short of fuel and stores, could not proceed round East Cape, but the ship's boats did so, and examined the coast to the southward and westward.

"The whole of this part of New Guinea may be described as fertile and rich in the extreme. The scenery is strikingly grand and magnificent.

"The New Guinea natives, an active and intelligent copper-coloured race, always exhibited the most friendly and quiet disposition towards the Basilisk's ship's company, and willingly supplied large quantities of yams, bananas, sugar-cane, papaws, and other tropical productions for small pieces of iron hoop.

"Altogether the cruise of the Basilisk may be considered one of the most important which has been undertaken for many years in the way of opening up new and unknown country. The ship herself seems to have been often in critical circumstances, surrounded by reefs, but she providentially escaped any serious damage.

"It is said that Captain Moresby is of opinion that the future route between Australia and China will be through China Strait (one of the channels just discovered by the Basilisk; and by the northern shores of New Guinea, if those seas continue as free from dangers as those surveyed by the Basilisk.

"We hear that Captain Moresby invariably gave the bluejackets leave to go on shore at the various native villages, and that the best results ensued. Also, that the captain and the officers were indefatigable in their exertions, zealously prosecuting their searches in the open boats.

"The newly-discovered territory has been formally taken possession of in the name of Her Majesty.

"Many specimens of native industry are on board the Basilisk. A beautiful sample of flax in particular deserves attention."

BANKS.

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HEAD OFFICE
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RESERVE FUND .... £ 800,000

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INTEREST is allowed at TWO PER CENT. per annum on the minimum monthly balances up to Rupees One Lac.

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W. BLACKHALL,
Bombay, 1st July 1873. Manager.

NOTICES.

BY ROYAL COMMAND.
JOSEPH GILLOTT'S
CELEBRATED
STEEL PENS.
Sold by all Dealers throughout the World.

FRAUD.
On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the
LABELS
Of Messrs. CROSSE AND BLACKWELL,
London, and was sentenced by Mr. Justice Phear to
TWO YEARS' RIGOROUS IMPRISONMENT;
And on the 30th of the same month, for
SELLING SPURIOUS ARTICLES
Bearing Labels in imitation of Messrs. CROSSE and BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Sealdah, to
TWO YEARS' RIGOROUS IMPRISONMENT.
CAUTION.—Any one selling *spurious Oilmen's Stores*, under Crosse and Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the Corks of which are all branded with Crosse and Blackwell's name, may be had FROM EVERY RESPECTABLE DEALER in India.

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SPORTING AMMUNITION.
Established 1820.
The attention of Sportsmen is invited to the following Ammunition, of the best quality, now in general use throughout England, India, and the Colonies.
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Prize Medals, London, 1862; Paris, 1867; Silver Medal, Lima, 1872.
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N.B.—All Perfumes, Lavender Waters, Eau de Cologne, &c., manufactured "in Bond," and shipped duty free at great reduction.
PRICE LIST ON APPLICATION.
CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. ATKINSON'S Goods; orders should therefore be sent direct or through commission houses of repute. Their goods are kept by all respectable dealers throughout the World.
Wholesale Agents in Bombay. ....D. S. KEMP & Co.

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PREPARED BY
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Among these preparations we may especially mention—
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LIQUID-PHOSPHATE-OF-IRON.
It contains the constitutive elements of the bones and of the blood, and is the most rational of all chalybeates. It may be prescribed for the most delicate young females whose development has been retarded; for women suffering from stomach complaints, anæmia; for pale and sickly children deprived of appetite; and as its principal action is to restore to impoverished blood the iron in which it is deficient, and to the bones the phosphate that forms their base, it is recommended for debilitated persons whether their debility proceeds from disease or from any other cause. Its use is always attended with surprising results.
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Not a single instance can be adduced in which pale, lymphatic children, subject to swelling of the glands, to eruption of the skin, of the head or the face, or other inconveniences of a weak constitution, who have taken this syrup without deriving signal benefit from its use.
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PEPSINE,
DIGESTIVE-POWDERS,-ELIXIR-AND-WINE.
Pepsine is one of the most recent scientific discoveries in the rapeutics. Acting chiefly on the organs of digestion, it possesses the property of effecting digestion by its innate virtues. It removes all the inconveniences of difficult digestion and even prevents the nausea to which pregnant women are liable.
The researches on pepsine made at the College of France by Dr. Leconte, in conjunction with Professor Claude Bernard, must secure the preference for our preparations of pepsine.
GRIMAULT AND CO.'S
MATICO,
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Composed of the essence extracted from the plant so called, they have been constantly employed with the most brilliant success in a certain class of contagious diseases.
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INCORPORATED BY ACT OF PARLIAMENT.
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INVESTED FUNDS, EXCLUSIVE OF THE VALUE OF SUMS REASSURED, £650,000.
The Undersigned have been appointed Agents, and are empowered to grant Assurances on First-class Lives. Rates and other particulars may be obtained upon application to
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AGE NEXT BIRTHDAY.	FOR THE WHOLE TERM OF LIFE.		FOR A LIMITED NUMBER OF YEARS.	
	With Profits.	Without Profits.	One year.	Seven years.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
20	38 7	30 0	21 1	22 0
25	41 6	32 13	23 2	24 10
30	44 10	35 15	26 1	27 5
35	48 6	39 8	28 10	29 10

The reduction of premiums to European rates begins from the date at which the assured leaves either Alexandria or Port Said for Europe.
CAMPBELL, MITCHELL & Co.,
Agents, Royal Insurance Company.
Bombay, 1st June 1871.

THE QUEEN INSURANCE COMPANY
FOR BOTH FIRE AND LIFE.
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SUBSCRIBED CAPITAL—£1,798,000.
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In point of security the Queen's Policies are unsurpassed.
Rates of Premium will be found as moderate as those of other first-class Offices, and the undersigned are now prepared to accept risks on even more favorable terms than hitherto.
Property in all parts of the Presidency insured upon favourable terms.
Settlements made with the utmost despatch.
LIFE DEPARTMENT.
This office offers considerable inducement to intending insurers.
The careful selection of Lives secures large Bonuses, which the following figures show:—
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Under late arrangements, Policies are issued by this Company with special advantages on Civil and Military Lives, full particulars regarding which will be supplied, on application, by
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UNIVERSAL LIFE ASSURANCE SOCIETY.
Established in London and Calcutta 1834.
Confirmed by Special Act of Parliament, 6, William IV., Cap. 54
Subscribed Capital .... £ 500,000
Paid-up Capital .... £ 50,000
Invested Capital, accumulated assets ......Rs. 9,172,510
Of which Thirty-three Lakhs are invested in Indian Government Securities.
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After the operation of upwards of 38 years, the Directors feel entitled, with great confidence, to invite the attention of the Public to the marked success which has attended this Society, and the strong claims it possesses to the confidence and support of all classes desirous of effecting Assurance on Lives.
Combining the advantages of a mutual and proprietary Company, and without attempting a rash competition with other offices, it has pursued a steady progressive course, affording all the benefits which, consistently with the Security to Assurers and Assured, can possibly be given.
The Tables of Rates for India have been accurately calculated from the Records of the late East India Company, and are as moderate as is consistent with perfect security.
The total number of Policies issued from the commencement of the Society to the end of the year 1871, was 17,687, assuring £9,552,766-11-16
And the amount of claims paid during the same period was £1,930,564-15-10
The Assets of the Society in England and India on the 1st December 1871 were... ... £917,251- 2- 7
of which Thirty-three Lakhs are invested in Indian Government Securities.
A reduction of 50 per cent. on the Premia of Policies entitled to participate in the profits was declared on the 12th May 1872.
So that the Annual Premium of an Individual insuring on the Profit Scale at the age of 30, in the sum of Rs. 10,000 would be, at the Civil rate Rs. 480 0 0
And after 6 years he would be entitled to a reduction of 50 per cent. for Profit ... ... „ 240 0 0
Net Annual Premium...Rs. 240 0 0
Or at the reduced English rate...Rs. 246 0 0
Less 50 per cent. as above... „ 123 0 0
Net Annual Premium...Rs. 123 0 0
No Society, Mutual or Proprietary, with rates of premium so low as those of the Universal, and retaining so ample a Reserve for its Liabilities, has been able to afford larger advantages than these to its Assured.
The Rates for short terms are as low as those of any other Assurance Companies. Medical referees are remunerated by the Society by a honorarium of Rs. 16.
SPECIAL ADVANTAGES TO THE ASSURED AFFORDED BY THIS SOCIETY.
1st.—Perfect Security combined with the utmost Liberality and Economy in Rates of Premium.
2nd.—No Liability of Partnership.
3rd. Lives below the Ordinary Standard of Health, or afflicted with Gout, Rupture, or other Ailment not immediately dangerous, may be assured at a moderate increase of the usual rate in proportion to the extra risk.
4th.—Assurances may be effected on Participating Scales, entitling to Profits; and on non-Participating Scales, viz., without Profits, at reduced Rates, for short periods or for the whole Term of Life.
5th.—Stamp Duty on all Policies paid by the Society, without charge to the Assured.
6th.—All Medical Fees, including those of the Medical Referee named by the Society, and of the Society's own Medical Examiners, are paid, by the Society, except in cases of Assurances for a short term under Rs. 5,000, when the Medical Fees shall be paid by the Assured.
7th.—All claims paid within three months after satisfactory proof of Death, or earlier, under discount.
8th.—One Calendar Month, as days of Grace, allowed for payment of Premiums, and Claims Paid should Death occur within that period upon tender of the Premium within the days of Grace, or deduction of such Premium, with Interest, from the sum Assured, claimed upon Death.
9th.—Policies allowed to lapse, may be revived within three months of the Premium becoming due, on proof of good health and payment of a small fine, and within six months, at the discretion of the Board.
10th.—Policies, upon which the Age has been admitted, indisputable, except on the ground of Fraud.
11th.—Policies on Lives in India for the whole Term of Life which have been in force for the full period of three years, are purchased by the Society, or Loans granted thereon to the extent of two-thirds of their estimated value.
Written notices of Assignment of Policies received and registered by the Agents, such written notices to be served in Duplicate so that one copy may be transmitted for registration at the Chief Office in London.
FORBES & Co., Agents, Bombay Branch.

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CONTRACTOR FOR ARMY ACCOUTREMENTS
BELLASIS ROAD, BYCULLA,
BOMBAY.
MANUFACTURER OF EVERY DESCRIPTION
OF
MILITARY [illegible]ERY, AND HARNESS,
CAVALRY [illegible]RY, AND POLICE ACCOUTREMENTS, &c., &c.
DOUBLE [illegible] LEATHER MACHINE BANDS,
FIRE E[illegible] BUCKETS MADE TO ORDER.
LEAT[illegible]ALS for REPAIRS of HORSE ARTI[illegible] EQUIPMENTS SUPPLIED to REGI[illegible] MODERATE RATES.

INSURANCES.

THE POSITIVE
GOVERNMENT SECURITY
LIFE ASSURANCE COMPANY,
LIMITED.
The determination of the Company to issue to Europeans in India Policies of Assurance at the same rates as are charged for English risks, has been commented on by the Right Hon'ble Lord Sandhurst, G.C.B., G.C.S.I., and Professor F. J. Mouat, M.D., F.R.C.S., in the following way:—
His Lordship writes—
"I am not oppressed by doubts with reference to the expediency of the course pursued by the Positive Assurance Company, in placing their rates in India on the same footing as those admitted for England."
"The liberal views taken by the Directors, which I believe to be safe at the same time, have consequently afforded me the utmost satisfaction, and enlist my warmest support."
The Professor writes—
"I have no hesitation in declaring my conviction that to the best of my professional judgment, based upon a considerable knowledge and careful study of the subject, from a purely professional point of view, the basis of action of the Positive Government Security Life Assurance Company, in extending its business to European Lives in India at English rates, is sound and secure."
AN UNIFORM RATE OF PREMIUM FOR THE WHOLE WORLD, AND FOR ALL PROFESSIONS OR EMPLOYMENTS.
No entire Forfeiture of Policies, and Lapsed Policies revived without Fine.
Surrender Value of Policies fixed at time of effecting the Assurance.
Positive Notes or Paid-up Policies issued on each Payment of Premium being made.
All Net Premiums Invested in Government Paper, and lodged with Official Trustee to meet Claim.
ASSURANCES EFFECTED
In Four Different Forms.
WHOLE LIFE POLICIES,
With Payment of Premiums ceasing, at the option of the Assured,
After 5, 10, 15, 20, 25, or 30 Years.
WHOLE LIFE POLICIES,
With Premiums payable during continuance of Life.
POLICIES FOR SHORT TERMS
Of from 1 to 10 Years.
ENDOWMENT POLICIES,
Payable at 50, 55, 60, or 65 years of age, or earlier in the event of death.
THE RECEIPTS OF THE OFFICIAL TRUSTEE FOR THE GOVERNMENT PROMISSORY NOTES HELD BY THAT OFFICER ON BEHALF OF POLICY-HOLDERS, AND CONSTITUTING THE 80 PER CENT. OF PREMIUMS PAID, ARE FILED IN THE POSITIVE OFFICE, AND ARE ACCESSIBLE TO ALL CONCERNED.
THE POSITIVE RATES AND VALUE OF EUROPEAN LIFE IN INDIA.
IMPORTANT OBSERVATIONS.
It is a very noticeable and significant fact that in the Statements and Figures brought forward as the "Experience" of Established Offices, deductions have neither been made for Extra Claims brought about by the horrors of 1857, nor a full detail given year by year, of the number of deaths, so as to put the public in the way of knowing whether or not the "Experience" mortality of late years has been in a less ratio than that of previous ones. That it cannot have been in the same proportion must be apparent to those convinced of the increased and increasing value of European Life in India. Even the Medical opinion in the matter, opposed to that of Professor Mouat, admits that a diminution in the mortality of the Assuring Classes is certain.
It is very necessary to point out an important fact, and one which has always been brought forward as prominently as possible, although much misunderstanding on the point still exists.
Allusion is made to the Positive-English rates as special rate, and subjoined is a Table, showing the comparison of the Positive charges, with the average English rates of Five Standard Offices doing an Indian business.
POLICIES FOR WHOLE TERM OF LIFE, WITH PROFITS. ANNUAL PREMIUMS TO ASSURE £100 OR Rs. 1,000 AT DEATH.

Age	English rates of No. 1 Office.	English rates of No. 2 Office.	English rates of No. 3 Office.	English rates of No. 4 Office	English rates of No. 5 Office.	Average English rate of 5 Offices.	Whole world rates of the Positive	Positive percentage for "world" business.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
21	1 18 9	1 19 8	1 19 1	1 19 6	1 19 6	1 19 3	2 5 0 or Rs. 22-8	15 per ct.

The Positive then, strictly speaking, assures European Lives in India at Positive-English rates, or at a uniform rate for the whole world, England, India, Canada, Australia, New Zealand, &c. &c. &c.
In further explanation of the point, it will be well to adopt the language of the Company's Chairman in London, as it exactly expresses the case:
"This Company has, after most careful consideration, determined upon issuing to Europeans in India, Policies of Assurance *at the same rates as charged by them for English risks.*"
Looking at the Positive Security set aside for Policy-holders, the advantages secured by a world-wide business, the general equity of the "Positive" system, and the trading power of the Company's large capital, the interest of the assured and assuring in Great Britain are not placed at real disadvantge, owing to the rates being above those current in other English Offices.
If in the mooted question of what are just rates for India, the experience of a Life Office is to be admitted, it will be obviously but fair to review the operations of 12 not 24 recent years. If the latter period be surveyed, the public will take care to be satisfied with nothing but a full detail of the death number made use of. Due allowance must then be made for the mutiny massacres, and other disasters of times long gone by, and the point regarding what the Postive rates really are, taken into account. The result would produce matter for less partial and unfair comparison, if not a forced admission on the part of even our Assurance opponents of the adequacy of the Positive rates.
The Assuring classes in India meanwhile naturally continue to seek, and they insist upon knowing (now, more forcibly than ever) the reasons which justify a continuance of the present rates charged by other Offices, inconsistent as they are with the acknowledged enhanced value of European life in this country, even on the showing of their own advocates and the facilities afforded for removal to healthier stations or to Europe in case of sickness.
If such life in India be of less value than it is in Great Britain, it would appear that the Positive has just done the right thing for India in particular, by establishing its universal premium charges at a percentage *above* ruling English rates, so as to cover any supposed unfavourable conditions arising from residence in any part of the world. The conviction that the time has at length arrived for the establishment of juster contracts between Assurers and Assured is daily and hourly gaining ground, and the question of existing rates is perhaps the strongest feature in the equity demanded. The former times are gone by, and the Positive is the first Assurance Office which has determined to recognize the change.
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CONTENTS.

Map of India.
Table of Through Routes (and Fares) from Bombay to places in India and abroad.
Index to Railway Stations.
Index to Places by Steamer and Dak.
Introduction.
Railway Time Tables:—
Great Indian Peninsula Railway.
Local Trains between Bombay, Mahim, and Bandora, by G. I. P. and B. B. and C. I. Railways.
Rates for parcels, horses, carriages, &c., by G. I. P. Railway.
Bombay, Baroda, and Central India Railway.
Jubbulpore Extension Railway.
East Indian Railway.
Rajpootana State Railway.
Oudh and Rohilkund Railway.
Sind, Punjaub and Delhi Railways—
Punjaub and Delhi Division.
Sind Section.
Through Traffic from Kurrachee to Mooltan, Lahore and Umritsur.
Eastern Bengal Railway.
Calcutta and South Eastern Railway.
Great Southern of India Railway.
Madras Railway.
Steam Navigation Companies:—
P. & O. Co.
Messageries Maritimes.
Austrian Lloyds.
Rubattino Steam Navigation Company.
Euphrates and Tigris Steam Navigation Company.
British India Steam Navigation Company.
Bombay Steam Ferries.
China Steamers.
Indus Steam Flotilla.
Punjaub Steam Flotilla.
Irrawady Flotilla.
India General Steam Navigation Company.
Routes by Steamers.
Routes in the Bombay Presidency.
Bombay to Central Provinces and Calcutta.
List of Travellers' Bungalows along the Trunk Roads of Western India.
Routes in the Central Provinces.
N. W. Provinces and the Punjaub.
Route to Simla.
Route to Landour.
Route to Nynee Tal.
Hill Horse Carriage Dak.
Rohilcund Horse Dak Company.
North-West Dak Company.
Punjaub and North-Western Dak Company.
North-Western Dak Company.
Agra to Jeypore.
Rawul Pindee and Murree.
Scale of Fare for Shigrams, Buggies, &c., in Bombay.
Scale of Fares for Palanquins.
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